

INTIMATIONS

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THEATRE ROYAL.

FOR A SHORT SEASON ONLY!

COMMENCING MONDAY, MARCH 1st,

HENRY DALLAS

Presents

R. B. SALISBURY'S COMPANY.

"THE QUANTS"

IN PIERROT LAND.

(DIRECT FROM WYNDHAM'S THEATRE, LONDON.)

WRITTEN AND PRODUCED BY R. B. SALISBURY.

MUSIC BY DICK HEWLETT AND GEORGE RUCHANAN.

"THE QUANTS" BOX PLAN OPENS TO-DAY AT MOUTRIE'S.

PRICES \$3, \$2 AND \$1.

Hongkong, 22nd February, 1915.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction
(FOR ACCOUNT OF THE CONCERNED).

TO-DAY (FRIDAY),

THE 26th FEBRUARY, 1915, COMMENCING AT 2.30 P.M., AT THEIR
SALES ROOMS, No. 8, DES VŒUX ROAD, CORNER OF
ICE HOUSE STREET,

A VERY VALUABLE COLLECTION OF
OLD CHINESE PORCELAINS, BRONZES,
BRASSES AND CARVED IVORIES, &c.

COMPRISED—
PEKINESE CLOISONNE AND ENAMELS, A CHOICE COLLECTION OF SNUFF
BOTTLES, CHINESE WATER COLOURS AND INLAID SCREENS, AND SOME
RARE SPECIMENS OF PORCELAIN.

Also
SEVERAL PIECES OF MING BRONZE TAKEN FROM PEKING AT THE TIME OF
THE BOXER REBELLION.
N.B.—Purchase money will be refunded if not found as specified within one week from sale.
On View from MONDAY, the 22nd February, 1915.
Catalogues now issued.
TERMS:—As Usual.

HUGHES & HOUGH, AUCTIONEERS.

Hongkong, 24th February, 1915.

WM. POWELL, LTD.

TELEPHONE 346.

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UNDER CAREFUL SUPERVISION.

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ESTIMATES.

FREE.

EVERYTHING FOR THE HOME.

THE NEW GERMAN MINISTER TO PEKING HIS NAVAL CAREER.

In a recent book on the war, by Dr. Dillon, occurs the following passage, referring to German diplomatic representation at Petrograd:—"In Russia there was the titular Ambassador, Count Fourtales, over whose head [was] the Military Ambassador, a German officer who had access to the Tsar and was kept posted about everything that was going on in Russia." A few lines further on this Military Ambassador is described as an Aide-de-Camp to the Tsar. According to the *National Review* (Shanghai) the references are to Rear-Admiral von Heintze, the new German Minister to Heintze, whose career has been a most interesting one. Seventeen years ago, when a Lieutenant in the German Navy, the new Minister came to the Far East as Aide-de-Camp to Prince Henry of Prussia, when his Royal Highness visited China. On the completion of Prince Henry's mission Lieutenant von Heintze returned to Germany and was preparing himself by special studies for entering the diplomatic service, when the Boxer outbreak led to his return to China and he was detailed as special secretary of Admiral von Bendemann, to whom he rendered very signal service for which he received special recognition when again he returned to Berlin.

Then came his appointment to Petrograd. By an old custom the Tsar and the Kaiser have each for a long time appointed to the Court of the other a military attaché, whose duties and appointment were quite independent of the ordinary diplomatic staff. These mutually exchanged attachés have always been in personal attendance on the monarchs, in the capacity of special Aide-de-Camp. It is significant of the high appreciation of Captain von Heintze's capacity, that, though a naval man by profession and training, he was appointed to a post that had always hitherto been held by a military officer. He remained as special military Aide-de-Camp to the Tsar from 1902 to 1911, when he was appointed Minister to Mexico.

On the death of Herr von Hatzhausen, Rear-Admiral von Heintze was appointed Minister to Peking. The outbreak of the war occurred before he had left his post in Mexico, and as an officer in the German navy practically every route to Peking was closed to him; so he took the extraordinary step of chartering the *Christian Horn* and travelling by that steamer in a nominal capacity to China, thereby escaping arrest or detention by the fleets of any of the Powers with whom Germany is at war.

That such a procedure was necessary is evident from the fact that the Japanese have detained at least one gentleman entering Japanese waters on a Pacific passenger boat on suspicion of his being the new German Minister to China, and, as a naval officer, a person it was desirable to arrest. However, Rear-Admiral von Heintze reached Shanghai in safety, spent a week in Shanghai meeting his nationals, and conferring with the local German officials, and has now proceeded to Peking, where he has been heartily received by the German Legation staff and the German community.

NEW DRUGS FOR OLD. ALTERATIONS IN BRITISH PHARMACOPEIA.

On January 1st a new British Pharmacopoeia came into force, and the standards and formulae that have been official for the last 10 years have been superseded. Over 100 drugs have been discarded, and about a quarter of that number has been introduced.

Most of the discarded drugs are little known and little used, but a few of them are still popular, such as sarsaparilla, gamboge, nuxka, and dandelion extract; and notwithstanding that they cease to be official doctors of the old school will, no doubt, continue to prescribe them. Many of the drugs to which the General Medical Council—by whose authority the Pharmacopoeia is produced—has given official sanction have been commonly prescribed for years, but their inclusion in the new volume will make them conformable to tests of purity to which unofficial drugs are not subject. The best known of these "new" drugs are acetyl salicylic acid (which has hitherto been best known under the German trade-mark of aspirin), diethyl-barbituric acid (which has been known under the German trade-mark name of veronal, but for which the short pharmacopoeial name is now "barbitone"), adrenalin, resorcin, and senna pods. Senna leaves have, of course, been official for a long time, but of late years senna pods have come into favour, and in order to provide for their purity they have been included in the official book of medicines.

What is more important than the additions and the omissions is the change in potency of a number of preparations. For instance, tincture of strophanthus is now four times the old strength, a fact which prescribers and dispensers will have to be careful to bear in mind. The new laudanum is 33 per cent. stronger than the old, and as this preparation, which is officially known as tincture of opium, is a common ingredient of popular cough mixtures, it is important that the public should be made aware of the increase in strength. Its sale will be subject to greater restrictions. Some of the potent tinctures, on the other hand, are weaker, as, for instance, tincture of nuxvomica, which is half the old strength.

In the directions to pharmacists the metric system of weights and measures alone is employed, and every pharmacist in the country will be obliged to keep complete sets of weights and measures according to this system. Another important feature is the fixing of limits to the proportion of lead and arsenic permissibly present as impurities in some of the drugs, so that the pharmacopoeia substances of the future will have to conform to stricter tests than they have in the past.

WHY NOT "TIPPERARY"? BY AN ORDINARY MAN.

An incident at the sinking of the *Creisy* seems to have given some scandal to the German mind. "An Ordinary Man" in the *Manchester Guardian*. The *Hamburger Fremdenblatt* notes that "as a sailor on the *Creisy* sank beneath the waves of the North Sea he was singing 'Tipperary.'" On this the German journalist reflects severely:—

What a difference between the German heroes of the *Ilse*, who went down to the tune of their National Anthem, and the British sailor who in the face of death sang a music-hall melody! "Tipperary" is a frivolous thing, very different from our "Gloria Victoria," which Hand and Heart for Fatherland," which expresses the willingness of the German soldier to sacrifice himself. Also we have the old war-song "Die Wacht am Rhein," and the French have the "Marseillaise." Only the English soldier comes to battle with a music-hall song on his lips which does not ever come from his own country but was made in America.

None of us need be vexed in the slightest degree on reading this passage. Indeed, we have cause to be glad. For it might be still harder work to defeat an enemy who could understand us than it is to defeat one who cannot. Want of insight into the working of other people's feelings is one form of weakness. And the more weaknesses the Germans have at present, the better. Let them misunderstand our all their might. They misunderstood our private soldiers, and thought that because they were willing men and not conscripts they would not fight well. For that misunderstanding the Germans paid at the Marne. They misunderstood the Irish and thought that either the Ulstermen or the rest, or both, would rise in revolt. They misunderstood the Boers, and thought that De Wet and not Botha would lead them. They misunderstood the Indians, and thought they would turn against us in a new and irresistible Mutiny. They misunderstood our officers, and thought they were frivolous amateurs, incapable of scientific warfare. They misunderstood our men of business and thought them so wholly absorbed in making money that when a war came they would never hold out against the painful expense of carrying it on. For all those misunderstandings the Germans have paid, are paying now, or will pay. And though we may pray, in time of peace, for the opening of all men's eyes to the truth, in time of war we are bound to hope that to some truths, at least, our enemies' minds may remain stubbornly blind; not only to the disposition of our artillery but also to the artillery of our disposition and the precise nature and amount and distribution of the forces opposed to them by our special temperament, so alien from theirs.

Happily, we need be under no fear of giving any secret of this kind away to the Germans by publishing it here in this large print. The official German mind is armed in triple proof against the entrance of information about our minds and hearts. Anything that we say of ourselves is rejected by it as worthless. We have to maintain a Press censure or here to keep our military secrets from finding their way to Berlin. But we need take no trouble like that to guard our psychological secrets. Germany herself will see to that. We have only to shout them into her ears and she will take care that they do not arrive at the brain. She has settled already all possible questions about the working of human emotions in Englishmen, Irishmen, Hindus, Boers, Parthians, Medes, and Elamites. Anything clashing with her mass of pigeon-holed wisdom will count in her eyes as an uninteresting imposture. And so we may safely dilate on the fact that in these "hookshotter" islands of Albion, as another superior foreign observer called them, we have an inveterate habit of not expressing ourselves in the proper full, round swell of relevant eloquence at the times when we are most stirred. There never was a set of nations so averse from striking the appropriate attitude with a will on great occasions. Every attempt for instance, to naturalise the funeral oration on a grand scale, has failed utterly here. A whole public school will become uncomfortable with a kind of angry shame if a lecturer grows a little rhetorical about the Union Jack. "Beastly flag-flapper" is the austere verdict of our youth—all of which is in the O.T.C. and burning for the real thing. And there is a universal thrill of admiration for Wellington's habit of not rising to his opportunities in the verbal line. His account of the Battle of Waterloo, "I tell you, sir, it was a damned near-run thing," is more deeply treasured in the British heart than Nelson's "peerage to Westminster Abbey" utterance, which is felt to be dangerously tainted with effectiveness. If there is one word of which the English-speaking races are shy it is the word "glory," used to indicate a natural object of human desire. The way that many Frenchmen, at all times, have spoken of "la gloire" was one of the preliminary obstacles which the Entente Cordiale had to surmount and the "Gloria Victoria" which the *Hamburger paper* prefers to "Tipperary" has chiefly appealed to Englishmen as fair prey for the "Gling, glang, glorio! Victoria! Victoria!" burlesque in the *Breitmann* Ballads.

We have no word but of admiration for the German sailors who went down singing their National Anthem. To sneer at courage, even in an enemy, is blasphemy, and we all honour the gallant enemies who sank with the *Ilse* as we honour the English handsmen who went down playing "Nearer, my God, to Thee" on the *Titanic*. All we would say is that the bluejacket from the *Creisy* was not the less a member of this noble fellowship because his last words did not aim at an eloquence to match the greatness of his fate. He followed his own instinct, rightly. For there are two instinctive attitudes towards eloquence, and each of them is right in him who feels it. One of them is an attitude of precaution and self-restraint. It rests on a feeling that

a quality or emotion—courage, or love, or kindness, or what not—is not merely expressed in eloquent and fitting words, but spends itself in them; that lyrical fervours and raptures are not really tributes to that which they hymn but deductions from it, disbursements out of a treasure which should be hoarded and hidden. The other attitude is one of eagerness and expansion, and rests on the feeling that no emotion can ever be quite its full self—can ever become all that it has in itself to be until it finds perfect expression in words. It looks at first like a total contrast between these two factions. But there is a concord under the discord. For both have got hold of the truth that an emotion and its expression in words are not two absolutely separable, distinct things, like a man and his overcoat, but parts of the same thing and parts of each other. Both factions see, at least dimly, that no feeling ever does remain just the same when it has been expressed, as it was before. The most elementary feeling is changed a little by the very fact of its issuing in a cry. A quite simple and common feeling in the mind of Burns must have grown into one of extraordinary beauty, intensity, poignancy, and balance by the act of expressing it in "Auld Lang Syne." The over-expressers and under-expressers alike have found out that you cannot express a feeling and at the same time leave it where you found it. And so the under-expressers take care to do it as little harm as they can, and the over-expressers want to do it as much good as they can. The British instinct is to guard a strong emotion against the danger of actually becoming inflated or pretentious, or in any way sentimental or cheap, while gaining expression. Elsewhere the dominant instinct is to regard a feeling incompletely expressed as a feeling deprived of its own full possibilities of growth and greatness and dignity. To those whom this instinct dominates, a feeling to which the touch of completion has not been given appears as an unfinished arch appeals for its headstone.

Nor is it only between different nations against these two instincts are sometimes divided. Francis Thompson, the poet, believed that among young people, in love, you could trace a similar contrast between the man

Dumbed with aiming utterance great
Up to the miracle of his fate

and the girl who, in the same moments of exaltation, talks instinctively of trivialities, irrelevances, "little, happy, far-off things." Of course they are both quite right. Both instincts are sound. There is no universal and absolute and exclusive rightness either about the habit of taking care, above all, not to "gas," or the habit of trying always to do ample justice to an occasion for eloquence. We are not scandalised because German sailors sing their National Anthem and nothing less, when they are face to face with death. Only let nobody make the mistake of supposing that a less passionate patriotism or a less devoted courage animates our own sailors when they sing "Tipperary" in the same extremity.

JAPAN'S CUSTOMS TARIFF.

CHANGES FORESHADOWED "TO ENCOURAGE HOME INDUSTRIES."

The *Nichi Nishi* reports that Japan's Customs Tariff will "at some future date"—rather a vague statement—be modified on the basis of encouraging domestic industries and developing the country's foreign trade. As a result of the European war, it is inevitable that the trade relations of Japan with other countries in the West and East will undergo a remarkable change. In order to meet the possible situation, the Japanese authorities have already started investigations for the purpose of modifying the tariff now in force, but it is understood that it will be some time before the investigations are complete.

The paper learns from "a trustworthy quarter" that the modification of the tariff will be effected in accordance with the following propositions:—

- (1) To reduce or totally abolish the tariff on certain kinds of goods, in order to encourage the export trade.
- (2) To raise the tariff on certain goods to prevent the import of articles of a particular description.
- (3) To extend the rebate duty system.
- (4) To enlarge the temporary warehousing system now in force, with a view to lessening the burdens of importers.

COST OF SHIPPING LOSSES. WAR RISKS THE PRINCIPAL CAUSE.

The cost of the principal losses at sea last year is estimated by the Liverpool Underwriters' Association to have been twice as heavy as the loss in either of the two preceding years. Reckoning only losses amounting to £10,000 and upwards, the total cost is placed at £13,888,954, as compared with £6,738,000 in 1913 and £6,510,000 in 1912. These losses were caused by the destruction of 273 vessels in 1914, 176 in 1913, and 144 in 1912. The cost of the principal losses at sea within the past five years is estimated to have been £38,291,854, caused by the destruction of 899 vessels.

The number of total losses of vessels of 500 tons and upwards in 1914 is placed at 223, of which 105 vessels were sunk by warships or mines, the war risk proving the most serious cause of loss during the year. The next most important cause was stranding, which resulted in 100 losses. Fifty-four vessels foundered or were abandoned, 25 were lost by collision, 23 by fires and explosions, and 16 were "missing."

Of the 32 vessels totally lost 141 were foreign steamers and 115 were British steamers; 58 were foreign sailing ships and only 11 were British sailing ships.

INTIMATIONS

JUST LANDED:

"HIRANO MINERAL WATER"

IN QUARTS, PINTS AND SPILLS.

Bottled by the

IMPERIAL MINERAL WATER CO.,
LTD., OSAKA.

By appointment to the Imperial Household
of Japan, Officially Recommended by the
Medical Colleges of The Imperial Universities
of Tokyo and Kyoto.

(SAMPLES FREE)

SOLE AGENTS:

CALDBECK, MACGREGOR & C.

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRAFFIC REPORT

a new ready and contains:

Far Eastern News.

Hongkong.

Standard Oil Test Case.

Leading Articles:—

How Long will the War Last?

An Abortive Conference.

An Historic Parallel.

Japan and China.

Random Reflections.

Stolen Money Traced.

The Magistracy.

Shanghai Trade.

The British Flag in China.

Chinese Revenue.

Japan's Trade with Great Britain.

The Advance to Tsingtau.

The Macao Carnival.

China's Finances.

The Escape of German Prisoners.

British Cargoes at Tsingtau.

Swatow Notes.

Wedding.

Prince of Wales' Fund.

Destructive Hongkong Fire.

Notes from Peking.

German Intrigues at Peking.

Japan's Short-Term Loans.

Japan Resident's Divorce Suit.

Boy Scouts of the Peak.

Peak School Prize-Giving.

The Insurrectionary Plot in Manila.

The Future of Chosen.

Admiral Jerram, K.C.B.

The Roof of Asia.

Portuguese Royalist Attempt.

The Late Mr. J. J. Keswick.

Colliery Disaster in Shantung.

Company Meetings:—

Hongkong and Shanghai Banking Corporation.

Humphreys Estate and Finance Co., Ltd.

Laou Kung Mow Cotton S. and W. Co. Company Report.

Shanghai Land Investment Co., Ltd.

German Trade in the Far East.

Hongkong Jockey Club.

Day of the Tramp Steamer.

Telegrams.

Local Sport.

The Loss of the "Asama."

Collision in Shimonoseki Straits.

Shipping Notes.

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Extra Copies 80 cents each, Cash.

Copies can be posted from this Office to addresses sent; including postage 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage extra.

Hongkong, 26th February, 1915.

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PUBLIC COMPANIES.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

THE EIGHTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, 5, George Street, Building No. 6, Consulate Road, T.O. DAY (FRIDAY), 20th Feb., 1915, at 11.30 A.M. for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 22nd February, 1915, until FRIDAY, the 26th February, 1915, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 12th February, 1915. [290]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 31st December, 1914, at the Rate of Two Pounds Three Shillings Sterling together with a Bonus of Five Shillings Sterling per Share of £125, is Payable on and after MONDAY, the 22nd day of February, Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors, N. J. STARR, Chief Manager.

Hongkong, 20th February, 1915. [314]



NOTICE.

ANY EUROPEAN desiring to leave the Colony should apply in writing to the Mission to do so to the Provost Marshal, Head Quarters Office, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, complexion, and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes to the Provost Marshal at Head Quarters Office between the hours of 10 A.M. and 4 P.M.

Hongkong, 26th January, 1915. [207]



NOTICE.

ALL PERSONS applying to the PROVOST MARSIAL for Passes are requested to future to apply between the hours of 9 A.M. to 1 P.M. and 2 to 4 P.M. daily.

Hongkong, 16th February, 1915. [292]



NOTICE.

TENDERS are invited for the Supply of LABOUR and LIGHTERAGE for ADMIRALTY COALING for a period of 12 months certain from the 1st April, 1915.

Forms for Tendering can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, Hongkong, and Tenders should be lodged in the Commander's Office not later than Noon on the 10th March, 1915.

A deposit of One Hundred Dollars will be required from persons tendering, and will be returned in the event of non-acceptance of the tender.

F. WESTON, Naval Store Officer.

H.M. Naval Yard, Hongkong, 25th February, 1915. [320]

KOWLOON-CANTON RAILWAY.

(BRITISH SECTION).

NOTICE.

THE PUBLIC IS HEREBY NOTIFIED that on and from SATURDAY, 27th February, and until further Notice, on SATURDAYS, SUNDAYS and PUBLIC HOLIDAYS ONLY the Trains timed to leave Kowloon at 2 P.M. and return to Kowloon at 4.30 P.M. are cancelled. In place of the above Trains a Train will leave Kowloon at 1.35 P.M. (last Ferry 1.35 P.M.) and SHUN CHUN at 5.30 P.M. timing as under—

Kowloon dep. 1.35 P.M. SHUN CHUN dep. 5.30 P.M.

TAIHO 2.11 SHUN CHUN SHUN 2.37

SHUN CHUN SHUN 2.59 TAIHO 3.45

SHUN CHUN SHUN 3.51 Kowloon arr. 5.15

By Order, H. P. WINSLOW, Manager.

Kowloon, 23rd February, 1915. [310]

LIAO RIVER CONSERVANCY.

THE BOARD calls for Tenders for a LOAN up to Six Hundred Thousand Dollars (\$600,000) Payable in Four Instalments. The Loan will be approved and guaranteed by the Manchurian Government with the sanction of the Central Government. The security is a tariff surtax proceeds. The loan is a loan for the purpose of carrying out the Agreement between the Chinese Government and the Ministers of the Treaty Powers. Further Particulars can be obtained on application to the Commissioner of Customs, Newchwang. Applications must reach Newchwang not later than the 15th March, 1915, after which date the Executive Committee will proceed with its arrangements to place the loan.

8th February, 1915. [316]

YEW LEE.

AN CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS

AND COMPLEADORS,

15, LEE YUEN STREET, WEST.

Telephone No. 1230.

Hongkong, 27th October, 1914. [104]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

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STORE.

Photographic Goods of Every Description

in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

Telephone 1219.

Hongkong, 4th February, 1915. [34]

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 25th February state—

Our last report was dated the 19th instant. In the meantime, owing largely to the Rice holidays, business has been on a very restricted scale, but a fair demand continues for all investment securities, and further advances have been established, the market closing firm.

BANKS.—Hongkong and Shanghai have sold at \$800 ex the dividend and bonus of (together) £2 8s. per share, at 1/10th 397.9963, and more shares are wanted.

MARINE INSURANCES.—Cantons have improved to \$353 buyers. Unions are in request at \$625, Yangtzes at \$225, and North Chinas at Tls. 160, no shares being at present available.

FIRE INSURANCES.—Quotations are unchanged and there is no business to report.

SHIPPING.—China and Manilas have been booked at \$34. Hongkong, Canton and Macao Steamboats have sold at \$34 and there are more shares offering at this rate. Indos have improved to a buying quotation of \$70, but still no shares are available either locally or in the North. Douglases are unchanged with sellers at \$29, and Star Ferries quiet at \$38. Shell Transports have advanced to 87/6, the London quotation being now 89/3.

REFINERIES.—China Sugars after sales at \$110 are somewhat easier owing to profit taking, the closing quotation being \$108 quiet. Luzons have not been dealt in and close without change at \$18 1/2 nominal.

MINING.—No business has been transacted in this section, and quotations are unchanged.

DOCKS, WHARVES AND GODOWNS.—Kowloon Wharves are still in request at \$80, and in the North there are buyers of Shanghai Docks at the improved rate of Tls. 52, and of Shanghai and Hongkong Wharves at Tls. 92 1/2. Hongkong and Whampoa Docks are unchanged at \$57 nominal.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands continue in request at \$110, Central Estates at \$95, and Hongkong Hotels at \$124, but no sales are reported. Humphreys Estates are slightly easier with sales at \$64 ex the dividend of 45 cents for 1914 paid on the 20th inst. Kowloon Lands and West Points remain as last quoted, viz. \$41 and \$68 1/2 nominal respectively.

COTTON MILLS.—Quotations have improved all round, and with the exception of Shanghai Cottons in which business has been done at Tls. 88 1/2 and Tls. 89 no sales are reported. The closing rates are:—Ewos Tls. 132, Internationals Tls. 78, Kung Yiks Tls. 12, Laon Kung Mows Tls. 70, Soy Chees Tls. 38, Shanghai Cottons Tls. 89 all buyers. Hongkong are also in request to a limited extent at \$61, but shares are not forthcoming at present.

MISCELLANEOUS.—Cements have been done at \$53, and Hongkong Trams at \$5.15, both being still wanted. There are buyers of China Borneos at \$10 1/2, China Providents at \$8, Electrics at \$42, 100s at \$190, and Ropes at \$25. Dairy Farms are procurable at \$35. China Lights at \$4, Steam Laundries at \$4, Watsons at \$7 and Powells at \$9 1/2.

EXCHANGE closes on London at 1/9 1/2 T.T. on Shanghai at 78 T.T. and on Singapore at 75 5/8 T.T. To-day's quotation for Bar Silver is 22 1/2 d.

GIFTS FOR THE TROOPS: FROM THE WOMEN OF HONGKONG AND MACAO.

The following articles have been sent to England this week (through the courtesy of the shipping firms) by the Women of Hongkong and Macao, for the soldiers and sailors at the front and their families at home, and the Belgian Refugees:—

- 14 Pairs boots and shoes.
- 4 Women's coats.
- 29 Blouses.
- 31 Children's frocks.
- 19 Petticoats.
- 26 Pairs stockings.
- 4 Child's blouses.
- 2 Child's coats.
- 1 Shawl.
- 5 Vests.
- 5 Pairs knickers.
- 1 Wool jacket.
- 5 Woolen caps.
- 2 Pairs infant's socks.
- 3 Pairs knickers.
- 1 Shirt.
- 6 Baby's shirts.

The above have been sent to Miss Lloyd Thomas, 116, Murray Street, Horton N., and the following to Mrs. Eyles, 30, Campden Hill Court, West Kensington:—

- 23 Pairs mittens.
- 1 Cap.
- 2 Balclutha helmets.
- 1 Child's woolen bonnet.
- 3 Children's bolos.
- 13 Pairs men's socks.
- 2 Child's sweaters.
- 25 Coloured handkerchiefs.
- 1 Set hat, coat, dress and knickers for child.
- 1 Pair child's socks.

Also some soap, a "packet for a gunner," and 38 "trifles of usefulness" containing strong bootlaces, pencils, soap and raisins.

STATE-CHARTERING OF STEAMER

A large meeting of cargo steamship-owners was held at the offices of the P. & O. Company to consider the terms of hire for vessels requisitioned for Government service. The terms proposed by a joint committee were accepted by owners for vessels chartered up to the end of December last, but the question of rates for ships chartered since then was held over for final discussion.

It is possible that rates which were considered satisfactory in the autumn would not be regarded as sufficient now, in view of the rise in working costs and demand for tonnage in all directions.

JAPAN'S DEMANDS OF CHINA.

NO MENTION OF THE YANGTZE.

PEKING, February 17th.

The Japanese have communicated to certain Governments ten of their demands. These in outline are as follows:—

(1.)—In relation to the Province of Shantung.

In the first place an engagement on the part of China to consent to all matters that may be agreed to between Japan and Germany regarding the imposition of all rights, interests and concessions which, by virtue of treaties or otherwise, the Germans possess in Shantung and, secondly, not to alienate or lease on any pretext the province of Shantung, or any portion thereof or any island near the coast thereof.

Thirdly: to grant to Japan the right to construct a railway connecting Chefoo or Lungkow with the Tsinan-Kiaochau railway. Fourthly: to open additional ports in the province of Shantung.

(2.)—In relation to South Manchuria and Eastern Inner Mongolia.

First: the extension of the terms and leases of the Kwangtung, South Manchuria and Antung-Mukden Railways. Secondly: the acquisition by the Japanese of the right of residence and of the ownership of land.

Thirdly: the grant to Japan of the mining rights of mines specified and also an obligation on the part of China to obtain in advance the consent of Japan before granting a railway concession to any other Power, or the procuring of capital from any other Power for railway construction, or the raising of a loan from any other Power on the security of duties or taxes.

Fourthly: an obligation on the part of China to consult Japan before employing advisers in political, financial or military matters.

Fifthly: the transfer of the management and control of the Kirin-Changchun Railway to Japan. The agreement, in principle, that, at an opportune time, the Hanyehping Company be placed under Japanese and Chinese joint control. An engagement, in accordance with the principle of the maintenance of the territorial integrity of China, that China will not alienate or lease any ports or bays on the coast of China or any island near the coast.

It is worthy of note that this communication does not mention Fokien, Anhui, Kiangsi or the Yangtze.—N. C. Daily News.

THE "TIMES" COMMENT ON THE DEMAND.

Mr. Inouye, Japanese Ambassador in London, sends the following as the substance of an editorial in the Times of the 14th inst.—"According to telegrams from our Peking and Tokyo correspondents which were published in our issue of the 13th inst., it appears that the Japanese Government has made certain demands on China, which have disturbed the public mind in Peking. There is nothing surprising in this, but, if the Chinese are as disturbed as it is stated it shows that they are curiously insensitive to the arrival of more important events in their country. The sweeping away of the Germans from Kiaochau Bay has created a new order of things in the Far East, and perhaps it has been evident to all except the Chinese that Japan would avail herself of the present opportunity of settling the many questions long pending between herself and China. It appears that Japan has set out on the solution of these questions, but no official report has yet been received, and all the news coming in regarding this matter is supplied from Peking. News emanating from Chinese sources is usually unreliable, and just now is particularly suspect. Since the outbreak of war the allied Powers by means of false reports in the newspapers which they have bought up. On this account news coming from China is not altogether credible. It is not too late for the ally of Japan to express an opinion on the Japanese demand after seeing the full text when submitted.

Assuming that the particulars of the Japanese demand are as mentioned in a Peking telegram received yesterday, it is, in the main, neither excessive nor improper. Japan has modified the agreements made with China based on the Portsmouth Treaty, as a result of the new order of things just created. Her demand is in no way prejudicial to the integrity of China, nor is it in violation of the principles of the "open door" and equal opportunity as recognized by the Powers. The grant of the Japanese demand may result in Japan's obtaining special privileges in certain specified districts in regard to the construction of railways, the working of mines, and the establishment of iron works, but these privileges cannot be considered to be in any way different from those granted to other Powers. The first item of the demand is calculated to maintain the integrity of China and promote the peace of the Orient. It is identical with the British Yangtze Agreement of 1898, and the French Agreement in regard to the non-concession of land in certain specified districts. Japan's demand that no part of the Chinese coast and islands shall be leased or ceded to any other Power affects the most vital interests of Japan. It is only natural that Japan, who has just expelled the Germans from Kiaochau Bay, should not wish any other foreign Power to occupy territory just opposite her own shores. Japan is quite within her rights as a victorious belligerent to demand succession to the rights granted to Germany in Shantung. The necessity for Japan of an extension of the lease of Kwangtung Peninsula and of the charter of the South Manchuria Railway is well understood. The demand of rights of residence and ownership of land in South Manchuria is a natural consequence of the special position of Japan in Manchuria.

The news of Japan's demands still awaits official confirmation, but taking it for granted that the Japanese demand is as now reported, it is on the whole proper, and in no way conflicting with the Agreements of the other Powers with China. Particular items of the demand may call for comment or conference; the allied Powers, especially England, have received full assurance from Japan that she would make no demand on China in conflict with the main lines of British policy in the Far East. That policy is nothing more than the integrity of China, equal opportunity, and the "open door," and Japan has faithfully observed these principles. We earnestly hope that the present opportunity will be honestly availed of for accomplishing the common object of Great Britain and Japan of maintaining a stable equilibrium in the Orient and permanently establishing peace in the Far East.

PRONUNCIATION OF ENGLISH.

OLD STYLES AND NEW.

The current pronunciation of English was discussed at a Conference with which the annual meeting of the English Association concluded at King's College last month.

Mr. H. Caldwell Cook, of the Perse School, Cambridge, read a paper in which he said that the indeterminate vowel sound "eh" had crept to an alarming extent into the pronunciation of English as a substitute for other vowel sounds in unaccented syllables. He urged that the vowel sounds in such syllables should be accurately discriminated.

Professor Wyld, of Liverpool University, dissented entirely from the proposals of Mr. Cook and said if boys of his came home from school and spoke in the manner which they had just heard, he would be very much inclined to flog them. (Laughter.) He went into some detail to show that our treatment of unstressed vowels was a characteristic of English pronunciation going far back into past history. The best speech, he contended, was the unadorned utterance of good speakers. Carefully studied speech was either absurd or vulgar. A revolution was going on now in English speech, and he was sufficiently old-fashioned not to like the new pronunciation. He preferred "landship" to landscape; "forced" to forehead; "often" to offon; and "pel-mel" to pull-mall. If there was one class where we were likely to hear good English it was among military officers of the old school, who had been through a public school and Sandhurst.

Though the discussion which followed was not favourable to Mr. Cook's reformed pronunciation, a number of speakers dwelt on the importance of adopting some definite standard of spoken speech.

THE HONGKONG VOLUNTEERS.

COUSERS ORDERED BY LIEUT. COL. A. CHAPMAN, V.D.

DESIGNATION.
1. No. 1759, Pte. F. J. Rodrigues, is permitted to resign, dated February 20th, 1915.

TRANSFER.
2. Pte. T. Young from H.K.V.R. to Engineer Company, dated February 24th, 1915.
Pte. L. Brower from Civil Service Co. to Engineer Co., dated February 25th, 1915.

PARADES:
3. Parade for to-day (Friday): Nil.
4. March 1. Scouts Company.
2. Scouts Company.
3. No. 2 Section Artillery.
4. No. 1 Section Artillery and Left Section M.G. Co.
5. Centre Section M.G. Co.
6. Civil Service Company.
7. Right Section M.G. Co.
8. Scouts Company.
9. Scouts Company.
10. Scouts Company.
11. No. 2 Section Artillery.
12. No. 1 Section Artillery and Left Section M.G. Co.
13. Centre Section M.G. Co.
14. Civil Service Co.
15. Right Section M.G. Co.
16. Scouts Company.

DETAIL.
5. Orderly officer: Lieut. Danby.
Orderly Sergeant: Sergt. Barlow.
To furnish Guard to-night: Civil Service Co.

G. E. STEWART, Capt., Adjutant, H.K.V.C.

NOTICE.

RIGHT SECTION M.G. CO.

All members of the Section, whether employed at Belcher's or not, are required to forward the following particulars to Lieut. Smith at 12, Des Vaux Road Central, forthwith:
Private address and telephone number, if any. If no telephone, name of nearest member of the Section having a telephone.
Business address and telephone number, if any.

HONGKONG VOLUNTEER RESERVES.

ORDERS BY MAJOR WAREHAM, O.C., H.K.V.R.

HONGKONG, 25th February, 1915.

PARADES.
Squad Drills (Recruits) will be held on the Cricket Ground at 6.15 p.m. on March 1st, 3rd and 4th. Recruits must attend until they are passed out.

All members who have not met Part I. of the Musketry Course (Trained men or Recruits) are to attend at the King's Park Range at 9 a.m. on Sunday, February 28th, with their Rifles. Uniform will be optional.

PROMOTIONS.
Corpl. J. Oxberry to be Lieut. Sergt. Pte. B. W. Gray to be Corporal, vice J. Oxberry promoted.

POSTINGS.
Lieut. Sergt. J. Oxberry to "B" Coy. Corporal E. W. Gray to "A" Coy. Section 4. Pte. S. G. Newall to "C" Coy. Section 4.

W. L. CARTER, Capt., Adjutant, H.K.V.R.

INTIMATIONS.

LANE, CRAWFORD & Co.

A LARGE SELECTION OF NEW GOODS FOR THE RACES

NOW SHOWING IN OUR GENTLEMEN'S OUTFITTING DEPARTMENT.

ENGLISH AND AMERICAN BOOTS AND SHOES.

LINCOLN & BENNETT'S STRAW AND FELT HATS.

THE LATEST NOVELTIES IN NECKWEAR.

SPECIAL VALUE IN GLOVES.

RAINCOATS OVERCOATS.

UMBRELLAS WALKING STICKS.

LANE, CRAWFORD & Co.

REMINGTON JUNIOR.

"A LONG FELT WANT SUPPLIED AT LAST."

"THE REMINGTON JUNIOR."

PORTABLE TYPEWRITER FOR TRAVELLERS, SMALL RETAILERS

DOCTORS, CLERGYMEN, AND OTHER PROFESSIONAL MEN,

Etc., Etc.

SPECIAL FEATURES:

Simplicity, Compactness, Durability, Portability. Weight 16 lbs., in leather travelling case 21 lbs.



The Remington "JUNIOR" is a Typewriter of true Remington quality, but is smaller, lighter and more compact and portable than the Standard Remington Model. It embodies the latest Remington ideas in Remington construction, reliable writing, back spacer, automatic ribbon movement, improved paper feed, and release, etc., etc.

It is swift and easy, does beautiful work and is so simple in construction that its skilled operation is quickly learned by anybody. No lessons needed. Though just as well made as any of the regular models, its price is only about half of the Standard Models.

For further particulars, catalogues, etc., apply—

REMINGTON TYPEWRITER CO.

(INCORPORATED) NEW YORK

HONGKONG AGENCY, QUEEN'S BUILDINGS.

Hongkong, 30th November, 1914. [50]

NOTICE.

WE HAVE BEEN APPOINTED SOLE AGENTS IN HONGKONG AND SOUTH CHINA FOR SAKURA BEER

BREWED AND BOTTLED BY THE TEIKOKU BREWERY CO., LTD. MOJI, JAPAN.

This is an Excellent Beer and moreover **CHEAP.**

PRICES, ETC., ON APPLICATION TO—
DONNELLY & WHYTE,
WINE AND SPIRIT MERCHANTS.

TEL. 636.



Hongkong, 30th November, 1914. [49]

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

TYTAM HANDICAP.

	lbs.
Thief	13.1 165
Coronet	13.0 180
Ploughboy	13.1 155
Black Gem	12.3 154
Maybey	12.3 147
Wild Cat	13.1 145
Jolly Jack	13.1 145
Turpenite	13.0 142
New Zealand Chief	13.0 142
Non-runners at meeting	10 lbs. over weight for inches
Rouget	13.2 168
Redshank	13.2 168
Sammy	13.0 162
Grey Friar	13.0 162
Apothecary	12.3 159

Winners of a race after publication of the handicap to carry an extra 5 lbs. for each race won.

F. B. MARSHALL Handicappers.
D. M. ROSS

THE HONGKONG HANDICAP—A CLASS.

	lbs.
Perfection Dahlia	13.1 197
Triumphant Dahlia	13.0 184
Annan	13.2 162
Amfield	13.0 157
Majestic Dahlia	13.2 155
Moffat	13.1 155
Dunrobin	13.1 153
Lochmaben	12.3 153
Lorenzo	13.1 152
Saxon Chief	13.1 150
Dreadnought Dahlia	13.2 150
Sunstar Dahlia	13.1 149
Fifteen Chief	13.0 149
English Chief	13.1 149
Sailor	13.0 149
Aldwych	12.3 146
Non-tune	12.3 145
Porhays	13.1 144
Glanester	13.1 144
Duke Dahlia	13.0 144
Non-runner at meeting	12 lbs. over weight for inches
Swanee	13.1 167

Winners of a race after publication of the handicap to carry an extra 5 lbs. for each race won.

F. B. MARSHALL Handicappers.
D. M. ROSS

THE HONGKONG HANDICAP—B CLASS.

	lbs.
Grayling	13.2 155
Castellan	13.0 152
Turram	13.1 150
Roman Chief	13.2 150
Maybey	12.3 149
Beattock	12.3 149
Wamphray	13.1 148
Joss Mighty	13.1 148
Radium II	13.2 148
Sir Calidore	13.1 148
Sir Galahad	13.0 145
Rachills	12.3 145
Winning Hazard	13.0 145
Sevington	13.0 144
Thurleston	12.3 144
Non-runners at meeting	weight for inches
Sammy	13.0 152
Carstairs	13.0 152

Winners of a race after publication of the handicap to carry an extra 5 lbs. for each race won.

F. B. MARSHALL Handicappers.
D. M. ROSS

TO ALL TO WHOM IT MAY CONCERN.

THE Substitution in favour of LEUNG LAI TING dated the 14th day of December, 1914, under a Power of Attorney given to me by GEORGE LEOPOLD DUNCAN dated the 30th day of November, 1914, is hereby revoked.

The Signature of the said LEUNG LAI TING purporting to be made as "per pro" for Messrs. McEwen, Paterson & Co., is invalid as from this date.

Dated the 25th day of February, 1915.

DAVID KEAY BLAIR.

[333]

G. R.

TENDERS.

SEALED TENDERS are invited for UPHOLSTERY, DYING, DRY-CLEANING WORK and MISCELLANEOUS ARTICLES for H.M. Naval Establishment for One Year from the 1st April 1915.

Tenders will be received at the Commodore's Office until Noon on MONDAY, the 8th March, 1915.

Forms of Tender may be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD.

The right is reserved of rejecting all or any tenders and of accepting any portion of a tender.

F. WESTON.

Naval Store Officer.

Hongkong, 28th February, 1915. [334]

DIOCESAN GIRLS' SCHOOL, KOWLOON.

SCHOOL WORK will be commenced on TUESDAY, the 2nd March, at 9 A.M.

Boarders return on MONDAY afternoon, 1st March.

Hongkong, 26th February, 1915. [332]

DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be RESUMED on MONDAY, 1st March.

For Terms for Boarders or Day Scholars apply to—

THE HEADMASTER.

Hongkong, 23rd February, 1915. [321]

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING 1915.

TO-MORROW (SATURDAY) (OFF-DAY),

27th FEBRUARY.

TICKETS OF ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LTD., or at the Gate. Tickets for the Off-Day, \$2.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

NE- NOTICE IS HEREBY GIVEN that a large proportion of the Receipts according to the Club will be donated to the PRINCE OF WALES' NATIONAL RELIEF FUND.

A Grant will also be made to the HONGKONG LADIES' BENEVOLENT FUND to assist in meeting cases of distress caused by the War.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 17th February, 1915. [298]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Race.

A Stand and Enclosure will be reserved for Members' Wives and Families, Tickets for which are being sent out with the Members' Tickets.

All Tickets must be produced to gain admission.

Special accommodation will be reserved as in recent years for Chinese Ladies and their female attendants in the Stand erected on the plot of ground next to the Lusitano Club Stand.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 17th February, 1915. [297]

HONGKONG JOCKEY CLUB.

NO Servants will be allowed inside the ENCLOSURE of the Race Course during the Race Days WITHOUT TICKETS, which can be had on application to the Undersecretary.

These Tickets are only available for Servants while in attendance on their employers or when in duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession will forfeit them and the holders thereof will be removed from the Enclosure.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 17th February, 1915. [298]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK VIA PANAMA CANAL, S.S. "ST. EGBERT" On or about 17th Mar.

For Freight and further information, apply to—

DODWELL & Co., Ltd.,

Agents.

Hongkong, 26th February, 1915. [336]

S.S. "ATLANTIQUE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being loaded and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unloaded after THURSDAY 4th March at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 6th March, or they will not be recognised.

All damaged packages will be examined on THURSDAY, the 4th March, at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,

Agent.

Hongkong, 25th February, 1915. [2]

THEATRE ROYAL.

MESSRS. GONSALEZ BROS.

PRESENT

THE ITALIAN GRAND OPERA COY.

TO-NIGHT!

26TH FEBRUARY:

"BARBIERRE DE SEVIGLIA."

PRICES AS USUAL.

AT 9 P.M. SHARP.

CASH BOOKING ONLY

AT MOUTRIE'S.

Hongkong, 22nd February, 1915. [255]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

GODOWN, No. 8, Lee Home Street.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st February, 1915. [35]

HOUSES TO LET.

TO LET.

TWO or THREE LARGE OFFICE ROOMS in Prince's Building, Ltd., Electric Light and Verandah.

Apply to the Liquidators of Messrs. SANDER, WIELER & Co. Hongkong, 22nd February, 1915. [313]

TO LET.

GODOWN, No. 94, Praya East.

Apply to—

KWONG SANG HONG, LTD., No. 243, Des Voeux Road Central, Hongkong, 19th February, 1915. [305]

TO LET—FURNISHED.

NO. 6, STEWART TERRACE, PRAY, from April to October.

W. L. CARTER, Hongkong, 18th February, 1915. [302]

TO LET.

THE GROUND FLOOR of No. 6, DES VOEUX ROAD CENTRAL, occupied by Madame Gains, etc.

Apply to—

DAVID SASSOON & Co., Ltd., Hongkong, 10th February, 1915. [272]

TO LET.

HOUSES in CLIFTON GARDENS, Clifton Road.

OFFICES, facing the Harbour between the Hongkong Club and Post Office.

25, WONG-NEI-CHONG ROAD, 1, HILL SIDE, 110, TEN PRAY, GODOWNS, New Praya, Kennedy Town.

GODOWNS, at Wanchai Road.

Apply, etc.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 12th February, 1915. [38]

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE, Furnished and newly done up.

Apply to—

H. E. FOLLOCK, Prince's Building, Hongkong, 24th January, 1915. [53]

TO LET.

From 1st March.

GODOWN, No. 6, Duddell Street.

Apply to—

A. B. AVASIA, Care of E. PARANET, No. 1, Duddell Street, Hongkong, 2nd February, 1915. [244]

TO LET.

NO. 183, TEN PRAY, "THE KENNELS."

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st February, 1915. [54]

TO LET—FURNISHED.

BISHOP'S LODGE NORTH, No. 12, TEN PRAY, From 1st May next.

For further particulars, apply to—

PAULINE & TURNER, Alexandra Buildings, 3rd Floor, Hongkong, 30th January, 1915. [229]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st February, 1915. [45]

TO LET—From 1st March, 1915.

NOS. 1 and 2, STOCKWELL VILLAS, Kowloon, with open Tennis Lawn and Gardens around, at present in the occupation of the Officers Mess 40th Pathans.

Apply to—

STEPHENS & WILLSON, Solicitors for the Owner, Hongkong, 3rd February, 1915. [251]

TO LET.

FLATS in Humphreys' Buildings and Nathan Road, Kowloon.

SIX-ROOMED HOUSE in Minden Row.

FOUR-ROOMED HOUSES at Kowloon

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings, Hongkong, 12th November, 1914. [280]

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS. Including a Fine Commodious Suite.

Apply to—

SECRETARY, A. S. WATSON & Co., Ltd., Hongkong, 23rd October, 1914. [38]

TO LET.

OFFICES in St. George's Building, Second Floor, Overlooking Harbour, immediate possession.

Apply to—

SHEWAN, TOMES & Co., Hongkong, 3rd December, 1914. [39]

TO LET.

NO. 1, NATHAN ROAD, Kowloon (No. 1, Fairview), from 1st February.

"SHOENCLIFFE," Garden Road, to let furnished (6 Rooms).

"LOGATE," Austin Road, Kowloon, from 1st February, 1915.

"ELANDONAN," No. 54, Mount Kellett Road, 5 Rooms, unfurnished, from 1st March.

No. 2, DES VOEUX VILLAS, 51, PRAY (unfurnished).

No. 7, "MOUNTAIN VIEW," PRAY, ROOMS, suitable for Office, on the First Floor of No. 3, Duddell Street.

No. 62, TEN PRAY (No. 2, CAMERON VILLAS), Furnished.

"KIRKENDON," No. 125, Plantation Road, Peak.

"BEACONSFIELD," Battery Path, No. 69, TEN PRAY (CAMERON VILLAS), Small Bungalow adjoining "GLENSHIEL," Barker Road, Peak.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st February, 1915. [43]

INTIMATION

A. S. WATSON & CO., LTD.

ESTABLISHED 73 YEARS.

CHEMISTS, DRUGGISTS AND PERFUMERS, ETC., ETC.

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.

WATSON'S HOUSEHOLD AMMONIA.

FOR THE BATH, TOILET, AND HOUSEHOLD. Used in the Bath it promotes a healthy action of the skin, counteracts all effects of perspiration, and is refreshing and invigorating. It is especially useful for cleaning Jewellery, Silver, and Plated Ware, etc.

WATSON'S CORN SOLVENT.

A permanent, speedy and painless CURE for corns and bunions.

WATSON'S SHAVING STICKS.

The cheapest and best in the market. They give a free and lasting lather, and impart a soothing feeling to the skin. For delicate and sensitive skins they are unequalled.

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY AND KOWLOON DISPENSARY.

ACKNOWLEDGMENT.

Mrs. E. T. BUNNE and Sons beg to thank the numerous friends who have expressed their sympathy with them in their recent bereavement.

HONGKONG OFFICE: 10A, DES VOEUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 26TH, 1915.

MYOPIA.

AFTER maintaining an enforced silence for a week we were in a position yesterday to record the fact that some of the Indian troops quartered in Singapore mutinied on China New Year Day.

The news filtered into the Colony some days ago and, in view of the relative proximity of the Straits Settlements and the similarity of local conditions, it naturally became the chief topic of discussion, transcending in interest even the war itself.

As invariably happens in such cases, Rumour with her hundred tongues added a number of embellishments to the facts as now revealed to us, and, grave though these facts admittedly are, invested them with a much more alarming character than the official statement warrants.

As a consequence of this, much needless anxiety was occasioned. It would now appear that the rising was due, not to any disaffection towards the British raj, as some had feared, but to dissatisfaction with promotions that had taken place in the 5th Light Infantry Regiment, formerly known as the 5th Bengals—in other words, to a purely domestic cause that might have produced similar results at any time, and has no sinister significance at this moment. It is, we think, deeply to be regretted that the public in Hongkong were not taken into the confidence of the authorities at the outset instead of being, metaphorically speaking, stretched on the rack of suspense for several days, a prey to unnecessary fears.

The incident was, we admit, one to be buried in oblivion if that were possible, but as that was obviously never possible from its very nature, the bolder course would have been the wiser course. Who is responsible for the hopeless attempt to

hush the matter up, we do not know, but we cannot believe that it was anybody possessing a full acquaintance with local conditions. To imagine for one moment that the object could be attained by muzzling the local Press, when there is a continuous stream of passenger-traffic between the Far Eastern ports, shows a lack of perception that would be laughable if it were not lamentable. As well might one try to dam up the waters of the West River with a cinde-sieve. The whole story was being related on Sunday by eye-witnesses who had arrived from Singapore by the *Sawa Maru* that day, as it is quite certain to be related elsewhere by passengers proceeding further North.

But even if the news could have been kept out of Hongkong it was bound to be known in Canton, Shanghai and the other international settlements along the Coast of China, as well as in the Netherlands Indies, Bangkok and Manila, in none of which, be it remembered, is there a censorship of any description, though the population, unlike our own, contains a proportion—in some cases even a considerable proportion—of alien enemies. From our own cable columns it is clear that the news reached Japan without delay; indeed, we have before us as we write two short

THE WAR.

GERMANY IN THE COWARD'S ROLE.

MORE MERCHANTMEN TORPEDOED.

LULL IN OPERATIONS AT THE FRONT.

HEAVY FIGHTING BY TSAR'S ARMIES.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

A FRENCH SUCCESS OF "PECULIAR IMPORTANCE."

LONDON, February 25th.
1.25 a.m.

The Paris evening communiqué says:— There have been sharp artillery engagements between the Lys and the Aisne, all in our favour.

In Champagne, north of Meuse, we progressed afresh, and repulsed several counter-attacks.

Our artillery on the heights of the Meuse silenced several German batteries.

Further reports establish the peculiar importance of our success at Eparges and the extent of the enemy's losses. On a small part of the captured ground we have already found 800 German dead. Prisoners state that two regiments were driven from their positions and lost more than 3,000 men.

We progressed in the Bois-de-Brule and the forest of Apremont.

A QUIET DAY AT THE FRONT.

LONDON, February 24th.
4.20 p.m.

Paris reports that the communiqué states there is nothing to report except a few successful actions by our troops near Auterives-sur-Suippe, and further progress northward of Perthes.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

TWO RUSSIAN REGIMENTS ESCAPE.

LONDON, February 25th.

An official communiqué published at Petrograd states that two regiments of the surrounded corps broke through the enemy's lines in the forest of Augustowo and rejoined the Russians.

The Germans are making repeated attacks on the whole of the Bohemian front in the district of Edvabno to the Vistula, and in the district of Bodnaff. Fighting is extremely severe in the region of Prasnysk and a desperate battle is proceeding in the Carpathians. East of Luphoff, the Russians had a series of successes and in the Munkacs region they captured three lines of trenches at day-break of February 22nd on a precipitous height, the German defenders being killed or captured.

The German attacks south of Kozionoka have been repulsed, while the Russians checked an important offensive by the enemy on the Dolina-Galizer roads.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

DISTRESSED SHIP LOST.

LONDON, February 24th.

The steamer which was reported yesterday as being in distress was the s.s. *Oakby*, bound from London to Cardiff. She sank to-day while being towed. The crew were landed at Ramsgate and Dover.

ARMED MERCHANTMAN MISSING.

LONDON, February 24th.

The Press Bureau announces that the armed merchantman *Clan McNaughton* is missing.

It is considered that she was lost in the gale of February 3rd.

The ship carried 20 officers and 260 men.

HOW SILK IS STOLEN.

JERSEY AND RICE INSERTED IN BALES.

The ingenious theft of bales of silk from bales on a P. & O. lighter, and the manner in which the weight of extracted silk is made up, was related at the Magistrate's yesterday when a Chinese woman and four men, the crew of No. 7 lighter of the P. & O. Company, were charged with the theft of 33 lbs. of silk, valued at \$350.

Mr. W. J. Lewis prosecuted and Mr. C. A. S. Russ defended the female prisoner.

Mr. Lewis said the facts were simple. The first defendant was No. 1, and the other defendants members of the crew of No. 7 lighter belonging to the P. & O. Co. On January 28th last, a quantity of raw silk was received in Hongkong from Canton for transshipment to Europe by the s.s. *Nubia*. 62 bales of silk were received and transferred to the lighter, after being weighed by the official measurer. At the time the bales were received they were apparently in good order. The same day the bales were being transferred to the *Nubia* from the lighter, and were again being weighed, when it was discovered that one of them weighed 118 lbs. instead of 115 lbs. Subsequently, a Chinese and Indian policeman employed by the P. & O. Co. searched the cabin of the lighter and found, in boxes, a quantity of raw silk, which would be identified as part of the raw silk which came down from Canton. The keys of the boxes in which the silk was found were in the custody of the female defendant, and evidence would be given as to her conduct at the time of the search; she endeavoured to run away. The amount of silk recovered from the cabin weighed 33 lbs. When the bale which was over-weight was opened, it was found that a quantity of the silk had been taken out and a jersey, filled with rice, put in its place, this weighing 18 lbs. The other 17 lbs. had been abstracted from the other bales, but the weight was made up correctly in these bales and they had gone to Europe, it being impossible to stop the ship.

Mr. A. J. W. Rosser, an assistant in the P. & O. office, spoke to the receiving of the bales of silk in Hongkong from Canton for transshipment to Europe. The value of each bale was £120 sterling. The price worked out at £1 sterling per lb. weight.

William Robinson, assistant gunner in the P. & O. Co. spoke to receiving 32 bales of silk from the *Charles Hardouin*, which were landed on to No. 7 lighter; 30 other bales being loaded from two other vessels. As a result of a subsequent weighing, he found that a quantity of silk had been removed. The 33 lbs. of bales of silk which were found in the cabin were similar to the bales which had been sent home to Europe.

Mr. Percy Buckle, also of the P. & O. Company, gave evidence regarding a report that was made to him on the *Nubia*, and to being shown 32 bales of silk, which were found in two boxes produced.

The case was remanded until Saturday, at 11 a.m.

ASSOCIATION FOOTBALL.

BELCHER'S FORT BEAT SHIELD COMPETITION TEAM.

Regulars and Volunteers engaged at Belcher's Battery played the team that has been selected to represent the second division of the Hongkong League in the Shield Competition semi-final, and Belcher's achieved a good win. The season has been an extremely lean one for forwards, and the goals that resulted from this match were unusually prolific, Belcher's scoring five and the Second Division two. All the winning team's goals were registered by Pennell, while Stalker and I. Goldenberg scored the Juniors' points in an extra five minutes. The exchanges were remarkably fast, and all, except the wing men, were run off their legs.

JAPANESE AID IN THE PACIFIC.

A GRACIOUS AND GENEROUS RECOGNITION.

A gracious and generous speech has been made in the British Columbia Legislature by Sir Richard McBride, the Premier.

He said he desired gratefully to acknowledge the assistance rendered by Japan during the recent period of apprehension when the German fleet was menacing the commerce of the Pacific. He wished to remove the false inference which had been spread abroad because the Legislature had taken steps to restrict Asiatic immigration. These steps, he said, had been taken purely for economic reasons and they conveyed no reflection whatever on the Japanese people.

WATER THROUGH THE CEILING.

CLAIM FOR DAMAGE.

A Japanese silk and piece goods merchant, of 18, Lyndhurst Terrace, was one day tranquilly employed in arranging his silks in the most attractive of designs when he, along with his goods, was assailed with water from above. Much damage was caused to the silk, and the sequel was heard at the Summary Court yesterday, when the dealer, T. Arakawa, sued Wat Kut San, whom he alleged was the occupier of the floor over his, and was washing it, according to Sanitary Board orders, when the deluge came from the ceiling. The claim was for \$1,000 damages.

Mr. Goldring was for plaintiff, and Mr. Preston (Messrs Johnson, Stokes & Master) defended.

At the outset, Mr. Goldring explained that there was some doubt as to whether the person served, and who was represented by Mr. Preston, was the real tenant of the floor above his client's, and it would be better if that issue were dealt with first. If the person served was not the tenant then he must consent to a nonsuit. He had had an enormous amount of trouble in getting the writ served at all. Defendant's name was secured from the landlord of the house, and this person had been subpoenaed with some difficulty, though he (Mr. Goldring) did not think he was present. All his client knew was the firm's name. A considerable amount of damage was done to his client's goods, and the question was whether the defendant was liable.

Plaintiff, giving evidence, said he was a silk merchant and piece goods dealer. On December 11th a quantity of water came through the ceiling of his shop and injured his goods. He did not know who the occupant of the next floor was. The man in Court was not known to him.

The name of the man produced was Wat Kut San.

An assistant at the plaintiff's store said he knew the tenant of the first floor, but he did not know the man in Court, Wat Kut San.

The rent collector was also called, who also stated that the man in Court was not known to him.

His lordship thereupon non-suited plaintiff with costs.

DEPORTATION OF YOKOHAMA RESIDENTS.

OTHERS BELIEVED TO BE UNDER SUSPICION.

The *Japan Gazette* of the 16th inst. says:—

The news first published in our columns last evening—that the police acting under instructions from the Home Office had decided to take definite action against certain local residents, and had ordered the deportation of four Germans—G. Boden, Manager of the Deutsche Asiatische Bank; B. Kunze, formerly on the staff of the *Deutsche Japan-Post* and *Japan Herald*; E. Eichelsberg, Chief Broker of the Kirin Brewery, a Japanese Kaisha; R. Slag, a German with no local occupation; and H. G. Ball, an Englishman, in the employ of the *Japan Herald* Kaishiki Kaisha, came as a surprise, not so much because of the fact that suspects were at last brought to book, but because of some of the parties involved.

It is generally believed that this is but the beginning; the others are under suspicion and are likely to be placed under the "ban."

Nothing is yet known as to the future movements of the suspects, but it is understood that the police, who are closely watching them, will insist on their embarking from this port.

Mr. G. Boden, the manager of the Deutsche Asiatische Bank, who is among the deportees, visited Tokyo this morning, with the permission of the police, and proceeded to the American Embassy, which has charge of the interests of German subjects.

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THE BRITISH WAY.

AMERICAN AMAZED BY SCARBOROUGH CALM UNDER FIRE.

Mr. R. W. Kaufmann, the well-known American journalist, describes in *Leitch's Illustrated Weekly* (New York) of January 14th the recent German raid on Scarborough. "The town," he says, "felt about it exactly as you would feel if, as you read these lines, they blew up, burnt your mustaches, and killed a woman and child across the street." Instantly the bombardment ceased, however, "a rapidly devised but thoroughly efficient order manifested itself. The crowds were quickly marshalled. Towards the hospitals were moving little processions of Boy Scouts bearing stretchers. You would have thought that the remedy for the effects of bombardment was a part of the daily routine of British municipal authority. Nearly everybody accepted the situation with a calm that was amazing to my American consciousness. Scarborough received its blow like a good fighter."

TELEPHONING 5,000 MILES.

INVENTION OF A SERBIAN PROFESSOR.

The telephonic conversations which were held last month between President Wilson at Washington and Mr. Roife, the Mayor of San Francisco, were hailed in the American Press as foreshadowing the time when it will be possible for New York to talk with London. The President carried on two conversations with France—one via Boston, the other via New York. Mr. Theodore Vail, the head of the American Telephone and Telegraph Company, who was sitting in Jekyll Island, Georgia, participated in the conversations.

Greetings were also exchanged between Dr. Graham Bell, the inventor of the telephone, and a former assistant, with whom he carried out his first successful experiments at Boston, when they spoke from different floors of a boarding house. Both men are now over 80 years old.

It is pointed out that the distance over which Mr. Vail made himself heard in San Francisco from Jekyll Island is approximately 5,000 miles. The accomplishment of this "record" for long-distance telephoning was made possible by a device invented by Mr. Pupin, a Serbian and Professor of Electro-Mechanics in Columbia University.

CHINA AND THE WAR.

EXCHANGE AND TSINGTAU.

China's experience, in regard to the effects produced by the outbreak of the European War was on all fours with that of other countries. Intrinsically her position was no less sound than at any other time; but business in China must necessarily be at a standstill if there is no quotation for forward silver. As money was no longer available from Europe, the foreign banks were obliged to place extreme caution, and their attitude placed proportionate restrictions on the native banks. The silver time virtually closed. In any case, the war in Europe would have affected China's trade, but it was the Japanese action in regard to Tsingtau that led to the complete collapse of some markets. Fortunately the stock of silver held by the banks in Shanghai was large and exercised a steadying effect, while enabling advances to be made to local industrial undertakings.

The year 1915 saw a record movement of goods through the Customs, which showed little tendency towards any falling off in the earlier months of 1914. Thus the Customs revenue for the second quarter of last year was *HK \$10,898,176*, or less than *HK \$11,500* (say, *\$1,500*) behind that of the same period in 1913, while more cotton piece goods reached China from Great Britain during the first seven months of 1914 than during the same months in the previous year. There can be little doubt that these import figures reveal speculative tendencies on the part of importers, and that cargoes to a considerable amount remained uncleared or were cleared with a small margin of profit. When, therefore, even the reduced rate of the holders felt the maintenance of the holders felt the financial stringency acutely.

In September exports to Europe had almost completely stopped, while trade with America continued on a diminishing scale. By the time the Chinese had become accustomed to the idea of the siege of Tsingtau, the drought in the Yangtze Valley, which had been a minor factor in the general depression, had broken, and China made an effort to prop herself upon her own feet without a market for silver in London. "T.T." which is the breath of the commercial nostrils of the country, figured once more, from the third week in September, in the daily life of the banks. Some movement of goods in the interior began again. But other difficulties supervened: there was a shortage of tonnage and insurance was high owing mainly to the exploits of the *Endeavour* in the Indian Ocean. In October, trade with Japan showed signs of reviving; Chinese merchants turned to that country for the goods they were unable to obtain from Europe owing to shipping troubles. With the surrender of Tsingtau came a further accession of confidence. By November 25th the Shanghai Stock Exchange reopened.

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IN PREPARATION.

THE DIRECTORY AND CHRONICLE 1915.

FOR CHINA, JAPAN, COREA, INDIA, CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

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HONGKONG HANSARD REPORTS
LEGISLATIVE COUNCIL for the Session 1913.

REVISED BY THE MEMBERS.
PRICE \$5.
DAILY PRESS OFFICE.
Hongkong, 6th February, 1914

FOOD PRICES IN HONGKONG.

(As fixed by Proclamation dated February 19th, 1915.)

SCHEDULE OF MAXIMUM RETAIL PRICES.

1. Flour—
(a) First Grade, per bag of 50 lbs. \$4.50
per lb. 0.10
(b) Second Grade, per bag of 50 lbs. 4.00
per lb. 0.08
(c) Third Grade, per bag of 50 lbs. 3.50
per lb. 0.07

2. Tinned Milk—
(a) Sterilized Condensed Milk, per lb. tin 0.80
(b) Unsweetened Condensed Milk, per lb. tin 0.95
(c) Sterilized Milk, per tin (18oz.) 0.25
(d) Eagle Brand, per lb. tin 0.85
(e) Skimmed Milk, per lb. tin 0.20

3. Sugar—
Cane (in lb. tin), per tin 1.15
Refined Crystallized, per lb. 0.12
Granulated, per lb. 0.15
Soft, No. 1 quality, per lb. 0.11
Soft, No. 2 quality, per lb. 0.12

4. Frozen Meat—
The Dairy Farm prices for frozen food and other stores published on 1st September, 1914, with all changes in prices shown in red ink, are the maximum retail prices for the articles enumerated in the price list of that date. (Approved copies signed by the Chairman and the Secretary of the Food Committee can be seen either at the Treasury or on the premises of the Dairy Farm Company in Wyndham Street.)

5. Market Produce—
Burmese Maize, per 100 lbs. 21
Mei Long Fat Tail—Beef, shank, lb. 21
Hem Nguai Yek—Corned Beef, lb. 19
Shin Nguai Yek—Roast Beef, lb. 19
Ngon Nam—Beef of Beef, lb. 17
Tong Yek—Beef for soup, lb. 16
Ngon Yek—Beef Steak, lb. 24
Ngon Yek—Beef Brisket, lb. 20
Ngon Yek—Beef Shank, lb. 20
Ngon Yek—Beef Tongue, lb. 20
Him Nguai Yek—Corned, lb. 100
Ngon Yek—Bullock's Head, lb. 14
Ngon Yek—Bullock's Feet, lb. 18
Ngon Yek—Bullock's Tail, lb. 11
Ngon Yek—Bullock's Liver, lb. 11
Ngon Yek—Bullock's Kidney, lb. 11
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"THE MILITARY CROSS."

A royal warrant instituting a new decoration entitled "The Military Cross," runs:—

George the Fifth by the Grace of God of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India. To all to whom these Presents shall come Greeting; Whereas We have taken into Our Royal consideration the distinguished services in time of War of Officers of certain ranks in Our Army; And whereas We are desirous of signifying Our appreciation of such services by a mark of Our Royal favour We do by these Presents for Us Our heirs and successors institute and create a Cross to be awarded to Officers whose distinguished and meritorious services have been brought to Our notice.

Firstly: It is ordained that the Cross shall be designated "The Military Cross."

Secondly: It is ordained that the Military Cross shall consist of silver, having on each arm Our Imperial Crown and bearing in the centre the letters G. R. I.

Thirdly: It is ordained that no person shall be eligible for this Decoration nor be nominated thereunto unless he is a Captain, a Commissioned Officer of a lower grade, or a Warrant Officer in Our Army, or Our Indian or Colonial Military Forces, and that the Military Cross shall be awarded only to Officers of the above ranks on a recommendation to Us by our Principal Secretary of State for War.

Fourthly: It is ordained that Foreign Officers of an equivalent rank to those above mentioned, who have been associated in Military operations with our Army, or Our Indian or Colonial Military Forces shall be eligible for the Honorary award of the Military Cross.

Fifthly: It is ordained that the names of those upon whom We may be pleased to confer this Decoration shall be published in the London Gazette, and that a Register thereof shall be kept in the Office of our Principal Secretary of State for War.

Sixthly: It is ordained that the Military Cross shall be worn immediately after all Orders and Medals and Decorations and Medals (the Victoria Cross alone excepted), and shall be worn on the left breast pendant from a ribbon of one inch and three-eighths in width, which shall be in colour white with a purple stripe.

Seventhly: It is ordained that the Military Cross shall not confer any individual precedence, and shall not entitle the recipient to any addition after the name as part of his description or title.

Eighthly: It is ordained that any person whom by an especial Warrant under Our Royal Sign Manual We shall have appointed to the Military Cross shall retain the said Decoration to the Office of our Principal Secretary of State for War, and that his name shall be entered on the Register of those upon whom the said Decoration shall have been conferred.

Lastly: We reserve to Ourselves, Our heirs and successors full power of annulling, altering, abrogating, augmenting, interpreting, or dispensing with these Regulations, or any part thereof, by a notification under Our Royal Sign Manual.

Given at Our Court at St. James's the 28th day of December, one thousand nine hundred and fourteen, in the Fifth year of Our Reign.

By His Majesty's Command, KITCHENER, War Office, 1st January, 1915.

The King has been graciously pleased to confer the Military Cross upon the undermentioned Officers and Warrant Officers, who have been duly recommended for the same under the terms of the Royal Warrant.

A list is published of about one hundred recipients of the decoration of rank from captain to sergeant-major, including officers of the medical services and Indian Native officers.

FAR EASTERN GOLD IN AMERICA.

SHIPMENTS FROM JAPAN AND CHINA.

The International Banking Corporation since October last has brought into this country more than \$10,000,000 in gold from Japan which was sold to the United States mint in San Francisco, says the *New York Sun* of January 14th. The gold was sent in payment for the commodities, principally cotton and steel, purchased by Japan since the outbreak of war. Previous to the war Japan was a heavy buyer of machinery and steel from Germany, but like Russia, when the war came, she was forced to turn to the United States for supplies.

Local bankers denied this report printed in a morning paper that imports of \$2,700,000 gold from China had any special significance in the exchange market. One shipment of \$1,700,000 has already been brought in by the Guaranty Trust Company, and the newspaper report had it that the shipment established the first extensive instance of "dollar exchange." Bankers said that the shipment had nothing to do with making of New York a world money centre nor did it mark any epoch in foreign exchange.

Mr. Max May, Vice-President of the Guaranty Trust Company and head of its foreign exchange department, said: "The shipment has absolutely no significance in the exchange market nor does it mark any dealings in dollar exchange. It is merely a private transaction."

Bankers with extensive connections in the Orient said that ever since the outbreak of the war German banks in China and Germany having mercantile connections there have been endeavoring to get their assets out of the country for fear that China would become embroiled in the war. Several branches of the Deutsch-Asiatische Bank in China have been closed and controllers have been placed in charge of them.

As it would be too expensive to export silver to the United States the German banks and merchants in China purchased all the gold they could lay their hands on. Then as they could not ship this gold to Germany, it being so abundant of war, they sent it to the United States. To have sent it for German account would have made it liable to capture, so it was sent to the Guaranty Trust Company, which has extensive German connections. "The shipment may perhaps mean that a small German credit has thus been established in New York, but outside of that it has no significance."

China is a country depending almost entirely on a silver standard, her chief coin in circulation being the Mexican dollar. She produces over \$2,500,000 gold per annum and imports a little over \$12,000,000. It is a known fact in banking circles that gold which goes to China never comes out, as it is turned into jewellery, idols, etc. Therefore bankers branded reports that China was exporting gold to the United States to meet exchange obligations, especially at this time, as "ridiculous."

PORT CONDITIONS IN LONDON.

THE CONGESTION OF GOODS.

In the course of his statement in the House of Commons regarding the rise of food prices quoted in a telegram recently Mr. Asquith referred to the congestion in regard to the unloading and landing of cargoes from ships in the port of London. The *Times* recently had some observations on the subject which are of interest in connection with Mr. Asquith's remarks. We quote as follows:—

"The unparalleled congestion of merchandise which has prevailed in the Port of London for weeks shows as yet no signs of abatement. The warehouses are stuffed almost to bursting with goods which cannot be delivered to the importers. Numbers of vessels are lying off Gravesend awaiting their turn to be unloaded. They carry valuable cargoes of all kinds, but principally foodstuffs such as frozen meat, tea, sugar, and canned goods. It takes about a month to get a vessel discharged. In short, the river from London Bridge to Gravesend may be said, without exaggeration, to be in a condition approaching a jam."

"This extraordinary state of things is having several very unfortunate results affecting the well-being of the general community. It is injuring the Thames as a port. To it is partly due the rise in the prices of all imported foodstuffs. Traders are being put by it into serious financial difficulties. Three causes appear to have contributed to it—a lack of dock and wharf labour; an insufficient supply of lighters for unloading the ships; and the inability of the railway companies quickly to distribute the merchandise throughout the country. All these causes are due indirectly to the war."

"Shippers, merchants, and traders generally are disposed to attribute the congestion not only to a scarcity of labour, but also to the absence of any attempt to organise such labour as is available. It is said, further, that the dockers are now earning such good wages that they are unwilling to labour more than three days a week with overtime."

"That the congestion is due to want of labour is denied by the Dock, Wharf, Riverside, and General Workers' Union. They say the supply of the kind of skilled labour required is not now so abundant as it was in peace time, owing to the fact that thousands of the youngest and most capable dockers have joined the Army. But they lay the blame of the congestion entirely on the failure of the shippers and merchants fully to utilise their resources for the removal of the merchandise from the riverside. An official of the union made the following statement to a representative of the *Times*:—

"The extremely bad weather has to some extent hindered work at the port. We admit that there is plenty for our members to do, but they are not being employed to the extent they might be, not only on account of the weather, but also by reason of the unbusinesslike methods of the employers, who have failed to make proper arrangements for the goods to be removed from the quays, sheds, and river craft. The result is the state of congestion that prevails. We say emphatically there is no more work at the port than the London dockers can perform, and that the congestion will continue until the employers make proper arrangements for dispersing the goods on their being discharged from the ships."

The statement that "the river from London Bridge to Gravesend may be said, without exaggeration, to be in a condition approaching a jam" was not shared by Mr. J. G. Broadbent, chairman of the Dock and Warehouse Committee of the Port of London Authority, and one of the Port's representatives at the Board of Trade. Mr. Broadbent said:—

"No chaos exists at the London docks; there has been none since the outbreak of the war. What has existed has been congestion, often severe, I admit, and somewhat prolonged. But what I wish to emphasise is that the position is growing better every day, and in three weeks' time we hope to be able to deal effectively with any congestion or abnormality as the contingency arises. I wonder, however, what the general or business public thinks of the work which the Port Authority has done in the greatest port in the world at a time of unprecedented pressure at the height of a European war."

"Over and over again we have had to put the requirements of the military and naval authorities before the claims of shippers and merchants. We have to-day 6,000 men employed at the docks, compared with 4,000 at the same date last year. This is in spite of the fact that large numbers of men had been called up as reservists and others have since joined the colours. Moreover, something like 1,000 skilled regular labourers have gone or have been sent to other ports to help in the work of unloading war material. We are dealing with something like 150 transports, besides an extraordinary increase in other tonnage, due to many ships being diverted to the Thames owing to military requirements."

"The year's supply of sugar purchased by the Government has to be brought into port and warehoused within five months. Deliveries have already started, and while the ordinary quantity at the docks in normal times is no more than 21,000 tons, to-day we have 80,000 tons. At other times we have no more than 2,000 tons of wheat waiting to be taken away; to-day 24,000 tons are in the warehouses and granaries. French wines and brandies, which are usually discharged at other ports, are to-day being discharged at the Port of London. So it is with other commodities."

"The congestion at the Port is gradually being smoothed out; soon we hope it will disappear. But what is not generally known is the tremendous exertion which our labourers and every one else working at the docks have had to exercise at a time of unimagined pressure and difficulty."

SUSPENSION OF A CAPTAIN'S CERTIFICATE.

Judgment was given at Hull last month in the Board of Trade inquiry into the loss of the Wilson liner *Zuno*, which was blown up with the loss of 29 lives, while on a voyage from Hull to Archangel.

The Court suspended the certificate of the master, George Henry Lee, for six months. It found that the loss of the vessel was due to his wrongful act "in altering his course in contravention of the Admiralty notice and the owners' instructions, whereby he brought his vessel over the enemy's mine-field where she struck a mine."

VISITORS AT HOTELS.

HONGKONG HOTELS.

Mr. E. S. Abraham
Mr. G. E. Anderson
Mr. & Mrs. Athel L. Anderson and maid
Mr. J. H. A. Ison
Mr. & Mrs. S. W. Bacon
Mr. E. R. Bates
Mr. L. Beckingale
Mr. G. A. Bena
Mr. E. B. Bellifos
Mr. C. D. J. Bell
Mr. & Mrs. Beswick
Mr. & Mrs. A. R. Bishop
W. M. Black
Mr. & Mrs. F. Bovard
Mr. & Mrs. J. V. Braga
Mr. C. B. Brooke
Mr. A. Campbell
Mr. E. Clayton
Mr. H. S. Cole
Dr. A. L. E. F. Coleman
Mrs. McClure
Mrs. S. L. McCollum
Mr. J. F. Conins
Mr. R. H. A. Craig
Mr. W. A. Dowley
Miss M. E. Duff
Mr. & Mrs. J. M. Donnan
Mr. & Mrs. Dallas
Mr. A. Derby
Mr. M. Dretard
Mr. & Mrs. H. C. Ebrahele
Mr. E. Esdale
Mr. E. Evensen
Mr. & Mrs. P. J. Falcooner
Mrs. Fraser
Capt. & Mrs. E. M. French and child
Mr. Deacon Fuller
Mr. A. E. Fearnley
Mr. C. G. Fry
Mr. W. G. Gallett
Mr. J. Gibb
Mr. V. Goulbourn
Mr. & Mrs. J. Gould
Mr. H. L. Griffiths
Mr. C. L. Goodrich
Capt. T. P. Hall
Mr. & Mrs. W. A. Harman
Mr. G. Harper
Mr. H. E. Hescock
Mr. J. Hertschlich
Hon. Mr. E. A. Hewett, C.M.G.
Mr. E. S. Hine
Mr. Irving
Mr. W. J. Hodge
Mrs. H. H. Hough
Mr. R. Hunter
Mr. E. Jamieson
Mr. K. B. Jones
Mr. M. T. Jones
Mrs. E. L. Jones
Mrs. S. M. Joseph
Mr. E. M. Joseph
Mr. & Mrs. H. A. Kester
Mr. A. Kalpashjian
Mr. J. Leedox
Miss Leedox
Mrs. Markham
Mr. C. E. Mason
Mr. G. W. C. Mayne
Mr. H. Murphy
Mr. Nolasco
Miss Nolasco & 2 children
Mrs. W. C. Pastmore
Mrs. H. Pearson
Mr. & Mrs. Ranger
Mr. A. L. Penning
Mr. A. V. Pinson
Mrs. R. A. Ramsay
Mr. E. S. Samsen
Mr. & Mrs. Secheil
Mr. W. Shiao
Mr. & Mrs. E. H. Scott
Dr. Sibree
Mr. & Mrs. Simons
Mr. C. H. Sopar
Mrs. S. Sykes
Mr. P. Taylor
Mrs. Thompson
Mr. G. Thornton
Mr. & Mrs. J. H. Underwood
Mr. Y. Yokoyama
Mr. & Mrs. W. Armstrong
Surgeon & Mrs. Bernard Major Bowen
Mr. Bowdler
Mr. & Mrs. Carmichael
Mr. H. A. Cartwright
Mr. M. Cary
Mr. & Mrs. Caswell
Mr. C. H. Collysbaw
Mr. Coudand
Mr. & Mrs. Grichton & children
Mrs. R. C. Edwards, nurse & children
Major Faichine
Mr. & Mrs. A. Findlay
Smith
Mr. & Mrs. A. Gibson
Mr. & Mrs. B. A. Hale
Lt.-Col. Gordon Hall, R.A.M.C.
Mr. A. Hasland
Mrs. Hasland
Major Humphreys
Mr. & Mrs. W. G. Humphreys
Lt.-Col. H. W. Lee, R.E.A.
Mr. H. U. Jeffries
Mrs. Johns
Mr. & Mrs. Keighwin
Mr. A. L. Lotts
Mrs. Martin & child
Mr. & Mrs. E. V. Mitchelmore and child
Mr. & Mrs. Moss and child
Miss Murray Prior
Mr. & Mrs. J. Plummer
Major Pyne
Mr. & Mrs. Ralph
Mr. A. Sinclair
Mrs. Grant Smith
Mr. Skinner
Mr. T. Sme
Col. & Mrs. Walton
Mr. W. Scott
Mr. J. A. Young

PRANK HOTEL.

Mr. & Mrs. W. Armstrong
Surgeon & Mrs. Bernard Major Bowen
Mr. Bowdler
Mr. & Mrs. Carmichael
Mr. H. A. Cartwright
Mr. M. Cary
Mr. & Mrs. Caswell
Mr. C. H. Collysbaw
Mr. Coudand
Mr. & Mrs. Grichton & children
Mrs. R. C. Edwards, nurse & children
Major Faichine
Mr. & Mrs. A. Findlay
Smith
Mr. & Mrs. A. Gibson
Mr. & Mrs. B. A. Hale
Lt.-Col. Gordon Hall, R.A.M.C.
Mr. A. Hasland
Mrs. Hasland
Major Humphreys
Mr. & Mrs. W. G. Humphreys
Lt.-Col. H. W. Lee, R.E.A.
Mr. H. U. Jeffries
Mrs. Johns
Mr. & Mrs. Keighwin
Mr. A. L. Lotts
Mrs. Martin & child
Mr. & Mrs. E. V. Mitchelmore and child
Mr. & Mrs. Moss and child
Miss Murray Prior
Mr. & Mrs. J. Plummer
Major Pyne
Mr. & Mrs. Ralph
Mr. A. Sinclair
Mrs. Grant Smith
Mr. Skinner
Mr. T. Sme
Col. & Mrs. Walton
Mr. W. Scott
Mr. J. A. Young

GRAND HOTEL.

Mr. E. Allan
Mr. & Mrs. A. B. Crow
Mr. A. Dunbar
Mr. J. Ellison
Mr. A. W. D. Gibbs
Mr. J. Grant
Mr. B. James
Mrs. Kelleigh
Mr. W. F. Kelleigh
Mr. B. Jones
Mr. C. W. Reynolds
Mr. L. S. Sorenson
Mr. I. S. Smith
Mr. C. W. Smith
Mr. K. Wilsh
Mr. S. H. Wright

WEATHER REPORT.

On the 25th at noon—The anti-cyclone became a eastward and is situated this morning to the north east of Korea.

A depression is shown north-east of Hokkaido.

A depression advancing from the west is situated in the neighbourhood of Hankow and has caused a moderate decrease of pressure over central China.

Pressure is steady over Indo-China and the Philippines.

The monsoon will be interrupted along the China Coast.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Distances. Forecast.
Hongkong & Neighbourhood E. to S.E. win moderate; cloudy generally, warmer.

Formosa Channel E. winds, fresh, cloudy.

South coast of China between Hongkong and Lemoak No. 1.

South coast of China between Hongkong and Hainan The same as No. 1.

SHIPPING IN PORT.

STEAMERS.

Alcinous, British str., 1,742, H. Brown, 24th February—Singapore 18th February, General.—Butterfield & Swire.

Ching Chow, British str., 1,195, James Doyle, 19th February—Suifu 13th February, General.—Green Island Cement Co.

Chiyuen, Chinese str., 1,177, Ross, 20th February—Shanghai 10th February, General.—Chinese.

Choyang, British str., 1,424, Holmwood, 18th February—Shanghai 12th February, General.—Jardine, Matheson & Co.

CHUNGSANG, British str., 1,413, G. J. Matlock, 18th February—Java 6th February, Sugar.—Jardine, Matheson & Co.

DAIGI MARU, Japanese str., 849, S. Tokuchigo, 24th February—Swatow 23rd February, General.—Osaka Shosen Kaisha.

DAITEN MARU, Japanese str., 2,824, W. Nakagawa, 23rd February—Diren 18th February, General.—Mitsui Bussan Kaisha.

DAEWAT, British str., 1,460, Jenkins, 16th February—Saigon 12th February, Rice.—Chinese.

ELENGA, British str., 2,995, Hugh McClelland, 22nd February—Colombo 11th February, Ballast.—British Admiralty.

HANOI, French str., 742, Ch. Le Chevalier, 22nd February—Pakhoi 21st February, General.—A. R. Marty.

HANGCHOW, British str., 900, Wake, 20th February—Dunby 14th February, Beans.—Butterfield & Swire.

HISANG, British str., 1,885, Kennedy, 17th February—Sandakan 11th February, General.—Jardine, Matheson & Co.

HISONGHANG, Chinese str., 1,428, Munro, 23rd February—Shanghai 20th February, General.—Chinese.

HUI, French str., 739, A. Cornelissen, 20th February—Kwang Chau Wan 19th February, General.—A. R. Marty.

ITSUKUSHIMA MARU, Japanese str., 2,808, S. Kaminura, 19th February—Mitsui 13th February, Coal.—Mitsui Bussan Kaisha.

JADE, French str., 256, J. Pannier, 20th February—Haiphong 18th February, General.—W. Jack.

KALANG, British str., 1,220, Lavers, 19th February—Bangkok 11th February, Rice.—Butterfield & Swire.

KANAKU, British str., 2,593, T. Archibald, 22nd February—Haiphong 20th February, Ballast.—Standard Oil Co.

KASHIMA MARU, Japanese str., 9,050, M. Yagi, 24th February—Shanghai 21st February, General.—Nippon Yusen Kaisha.

KIANG PING, Chinese str., 1,222, Udden, 16th February—Chinkiang 10th February, General.—Chinese.

KANCHOW, British str., 1,222, J. Gibbs, 21st February—Shanghai 18th February, General.—Butterfield & Swire.

KUICHOW, British str., 1,220, Forsyth, 20th February—Manila 16th February, General.—Butterfield & Swire.

KUM CHOW, British str., 1,430, Martin, 19th February—Saigon 12th February, General.—Chinese.

LAERTES, British str., 1,386, A. Jenkins, 18th February—Saigon 18th February, Rice.—Chinese.

LAIBANG, British str., 3,460, F. Mooney, 23rd February—Mojoi 19th February, General.—Jardine, Matheson & Co.

LOONGSANG, British str., 1,092, Leask, 23rd February—Manila 20th February, General.—Jardine, Matheson & Co.

LUONOW, British str., 1,221, Meathrel, 23rd February—Shanghai 20th February, General.—Butterfield & Swire.

MEXICO MARU, Japanese str., 3,750, Kobayashi, 20th February—Shanghai 17th February, General.—Osaka Shosen Kaisha.

NAMBANG, British str., 2,591, H. E. Gilroy, 21st February—Calcutta 5th February, General.—Jardine, Matheson & Co.

PERSIA, British str., 2,744, J. Hill, 23rd February—San Francisco 23rd January, General.—Pacific Mail S.S. Co.

ROSA, Prince, British str., 3,515, D. Connel, 23rd February—Shanghai 20th February, General.—Bank Line, Ltd.

SADINE RICKENS, Dutch str., 672, Schermerman, 16th February—Amoy 18th February, Ballast.—Asiatic Petroleum Co.

ST. ALBANS, British str., 2,538, E. B. S. Baikie, 20th February—Mellbourne 10th January, General.—Gibb, Livingstone & Co.

TIKEMBANG, Dutch str., 8,703, N. V. Wych-Jurriane, 12th February—Kobe 4th February, General.—Java-China-Japan Lijn.

WINAMAC, British str., 3,503, Macdonald, 22nd February—Bombay, Ballast.—Standard Oil Co.

YETI MARU, Japanese str., 1,713, Itani, 20th February—Wakamatsu 14th February, Coal.—Mitsui Bussan Kaisha.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COZIMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:
From Hongkong: Connecting with "GUJARAT" 16th Feb.
From Colombo: 17th Mar.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS on route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:
From Hongkong: "SALAMIS" 5th March.
First CLASS ACCOMMODATION FOR PASSENGERS.
Fitted with Wireless Telegraphy.
For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

ELLERMAN LINE.

JAPAN, CHINA AND STRAITS

to

MARSEILLES, LONDON AND LIVERPOOL.

For. Steamer Sails.
Marseilles and London ... "CITY OF CORINTH" ... On 20th March.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,
GENERAL AGENTS.

Hongkong, 22nd February, 1915.

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THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS.

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL.

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—
JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 160 H.P.

As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.
Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.
Telegraphic Address: "TAIKOO DOCK."

Telephone No. 212.

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JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAPAN	First half of Mar.	JAPAN	First half of Mar.
TJIMANOEK	SHANGHAI	First half of Mar.	JAVA	First half of Mar.
TJIBINI	JAVA	First half of Mar.	SHANGHAI	First half of Mar.
TJILWONG	JAPAN	First half of Mar.	JAVA	Second half of Mar.
TJITANOEM	JAVA	Second half of Mar.	SHANGHAI	Second half of Mar.
TJIPANAS	JAVA	Second half of Mar.	JAPAN	Second half of Mar.
TJIBODAS	JAVA	Second half of Apr.	JAPAN	Second half of Apr.
TJIKEMBANG	JAVA	Second half of Apr.	SHANGHAI	Second half of Apr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor.
Hongkong, 19th February, 1915.

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THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS.
BANKERS, &c.

Head Office for the Far East: 16, DES VOGES ROAD, HONGKONG.
SHANGHAI: 2-3, FOOKHONG ROAD. YOKOHAMA: 32, WAT-E STREET.
MANILA: MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
RAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED AND CASHED.
FOREIGN MONIES Exchanged.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 3rd July, 1914.

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SHIPPING

ARRIVALS.

ATLANTIQUE, French str., 3472, Charbonnel, 25th February—Saigon 22nd February, General—Messageries Maritimes.

CHENAN, British str., 1355, W. L. Jones, 24th February—Shanghai 21st February, General—Butterfield & Swire.

HAIYANG, British str., 1363, A. E. Hodgins, 25th February—Amoy 24th February, General—Douglas Lapraik & Co.

HANGSANG, British str., 1356, Wilde, 25th February—Shanghai 21st February, General—Jardine, Matheson & Co.

HONGKONG, British str., 1355, S. Froer, 24th February—Hoihow 23rd February, General—Butterfield & Swire.

MALTA, British str., 1363, G. W. Cockman, 25th February—Shanghai 22nd February, General—P. & O. S. N. Co.

PROMETHEUS, Norwegian str., 1109, H. Jensen, 25th February—Bangkok 16th February, General—Thorsen & Co.

Toyo Maru, Japanese str., 2283, O. Hayakawa, 25th February—Dairen 19th February, Coal—Mitsui Bussan Kaisha.

SHIPPING REPORT.

The British str. Haiyang reports: Moderate north-easterly winds with much overcast weather, turning to slight fog on approach to Hongkong.

PASSENGERS.

ARRIVED.

Per Chenan, from Shanghai, Mr. Berry, Mr. and Mrs. Smith and Rev. D. Robinson.

Per Atlantique, for Hongkong, from Saigon, etc., Mr. Berindouge, Mr. O. E. Richardson, Mr. E. H. Sharp, Mr. Legendre, Mr. Tanque de Tonquiere, and Mrs. T. M. Brooks, Mr. Le Villain, Mr. Verdenille, Mr. De Messier, Mr. Lidy, Mr. D. E. Casulli, Mr. Vallon, Mrs. Marie and 2 infants, Sœurs Gabrielle A. Helene, Sœur Pauline, Mr. Provost, Mr. Cabioche and Mr. Le Tellec.

Per Malta, for Hongkong, from Shanghai, etc., Mr. W. P. Ker, C.M.G., Mr. A. Bryer and Dr. A. F. Lee.

VESSELS EXPECTED.

AMERICAN MAIL.

The P.M. str. Korea sailed from Yokohama on the 18th February via Manila for Hongkong. The mails have been transferred to N.Y.K. str. Anna Maru, which is scheduled to arrive at Hongkong on the 28th February.

THE ENGLISH MAIL.

The P. & O. str. Sardinia left Singapore for this port on the 22nd February, p.m., with the outward English mail, and is due here on the 28th February, at about daylight.

MERCHANT STEAMERS.

The P. & O. str. Namur left Singapore for this port on the 23rd February, a.m., and is due here on the 1st March, at about daylight.

The str. Itola left Calcutta on the 20th February, and may be expected here on or about the 11th March.

The G.N. str. Minnesota, from Seattle, arrived at Yokohama on the 22nd February. She will leave Yokohama via usual Japan ports and Manila on the 24th for Hongkong, where she is expected on or about the 12th March.

The Barber Line str. St. Egbert left New York for Hongkong via Suez Canal on the 2nd January and is due to arrive here about the beginning of March; and the Barber Line str. Bolton Castle for Hongkong via Panama Canal left New York on the 25th January and is therefore due to arrive here about the beginning of April.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 25th.

	Previous Day	On 25th	On 26th	On 27th
Barometer	30.04	30.02	29.97	
Temperature	64	63	76	
Humidity	86	94	81	
Wind Direction	E	E	S	
Force	5	4	3	
Weather	o	o	o	
Rain	—	—	—	

Highest open air temperature on 24th... 67
Lowest open air temperature on 24th... 63

HONGKONG TIDE TABLE.

From 26th February, to 4th March, 1915.

Days of Week	Days of Month	HIGHER WATER		LOWER WATER	
		H'kong. Mean Time	Height	H'kong. Mean Time	Height
Fri.	26	h. m.	ft. in.	h. m.	ft. in.
		9 12	5 8	11 44	3 8
Satur.	27	8 28	6 8	11 48	3 0
		8 52	4 0	12 16	0 7
Sun.	28	9 07	7 2	12 46	0 7
		9 38	4 6	1 44	0 7
Mon.	1	9 13	4 6	3 17	2 5
		8 47	7 5	2 29	0 8
Tues.	2	9 40	5 0	3 48	2 1
		9 31	7 4	3 13	1 1
Wed.	3	10 7	5 3	4 19	1 7
		10 17	7 0	3 38	1 8
Thurs.	4	10 3	5 7	4 43	1 4
		11 6	3	4 45	1 6

VISITORS TO CANTON.
Should Purchase
"FROM HONGKONG TO CANTON
BY THE PEARL RIVER."

CAPTAIN C. V. LLOYD.
With Illustrations, Maps and Plans.

PRICE \$1.75

On Sale at:—
Hongkong: "Daily Press" Office.
Messrs. KELLY & WALSH, Ltd.
Messrs. BREWER & CO.
Canton: Messrs. A. S. WATSON & CO.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	WORTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	MALTA	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & SINGAPORE VIA PANAMA, COLOMBO, & LONDON	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	On 31st Mar., at 10 A.M.
MAKESILLES VIA PORTS	CARNARVONSHIRE	Brit. str.	—	A. Collyer	JARDINE, MATHESON & CO., LD.	On 11th Apr.
MAKESILLES, LONDON & SINGAPORE	VILLE DE LA CROIX	Frean. str.	—	S. Wada	MESSAGERIES MARITIMES	To-morrow.
MAKESILLES, LONDON & LIVERPOOL	MISHIMA MARU	Jap. str.	—	N. Kobayashi	NISSON YUSEN KAISHA	On 11th Mar., at Noon.
VICTORIA, B.C., & SUEZ VIA SHANGHAI & JAPAN	AWA MARU	Jap. str.	—	T. Hori	THE BANK LINE, LIMITED	On 20th Mar.
VICTORIA, B.C., & TACOMA VIA MANILA & JAPAN	MEXICO MARU	Jap. str.	—	N. Kobayashi	THE BANK LINE, LIMITED	On 1st Mar., at Noon.
NEW YORK AND BOSTON	ROYAL PRINCE	Brit. str.	—	Coal	OSAKA SHOSHN KAISHA	On 9th Mar., at 3 P.M.
NEW YORK VIA PANAMA CANAL	INDRAGHURI	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	To-day.
NEW YORK VIA PANAMA CANAL	ST. ROBERT	Brit. str.	—	—	—	On 28th inst.
BOSTON NEW YORK VIA SUEZ	INDRAGHURI	Brit. str.	—	J. Hill	DODWELL & CO., LTD.	On 17th Mar.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	PRESIA	Am. str.	—	A. W. Nelson	JARDINE, MATHESON & CO., LD.	On 6th Mar.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KORRA	Am. str.	—	—	PACIFIC MAIL S.S. CO.	On 2nd Mar., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHIYO MARU	Jap. str.	—	A. G. Stevens	PACIFIC MAIL S.S. CO.	On 2nd Mar., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NISSON MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 23rd Mar., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	SANJO MATS	Jap. str.	—	—	TOYO KISEN KAISHA	On 27th Apr., at 10.30 A.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ST. ADAMS	Brit. str.	—	E. S. Baikie	GIBB, LIVINGSTON & CO.	On 14th Mar.
AUSTRALIAN PORTS	TANGO MARU	Jan. str.	—	Soyeda	THE BANK LINE, LIMITED	On 12th Mar., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	GUNARAT	Brit. str.	—	—	YATA-CHINA-JAPAN LINE	On 16th Mar., at 4 P.M.
DELAGO BAY, DURBAN, EAST LONDON, & JAPAN	TULAZAP	Dut. str.	—	Bradley	JARDINE, MATHESON & CO., LD.	Quick despatch.
YOKOHAMA, KOBE & MOJI	KUSANG	Brit. str.	—	Yagi	NISSON YUSEN KAISHA	On 3rd Mar., at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	—	Shane	NISSON YUSEN KAISHA	On 15th Mar., at 10 A.M.
TIENJIN	BUICHOW	Brit. str.	1 m.	Morse	BUTTERFIELD & SWIRE	On 2nd Mar., at Noon.
SHANGHAI	HANGCHOW	Brit. str.	1 m.	E. S. Jones	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI	YINGCHOW	Brit. str.	1 m.	J. T. Jeffery	BUTTERFIELD & SWIRE	On 28th inst., at D'light.
SHANGHAI	SARDINIA	Brit. str.	—	Spencer Wilde	P. & O. S. N. Co.	On 1st Mar., at D'light.
SHANGHAI	HANGSANG	Brit. str.	—	A. Collyer	JARDINE, MATHESON & CO., LD.	On 2nd Mar., at D'light.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAMPE	Brit. str.	—	—	P. & O. S. N. Co.	About 2nd Mar.
SHANGHAI	KWONGSANG	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & CO., LD.	On 5th Mar., at D'light.
SHANGHAI & KOBE	SANUKI MARU	Jap. str.	—	Date	NISSON YUSEN KAISHA	On 7th Mar., at M.
SHANGHAI, & KORE YOKOHAMA	ASUTSU MARU	Jap. str.	—	Yoshikawa	NISSON YUSEN KAISHA	On 16th Mar.
SHANGHAI, YOKOHAMA KOBE & MOJI	ITOLA	Brit. str.	—	Butler	DAVID SASSON & CO., LTD.	Quick despatch.
SHANGHAI	TIKINI	Dut. str.	—	Y. Yamamoto	JAVA-CHINA-JAPAN LINE	On 2nd Mar., at 2 P.M.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jan. str.	—	A. E. Hodgins	OSAKA SHOSHN KAISHA	To-day, at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. H. Stewart	DODGINS LAPEIRA & CO.	On 28th inst., at 10 A.M.
SWATOW	HAIYUN	Brit. str.	2 h.	W. C. Bassmore	DODGINS LAPEIRA & CO.	On 2nd Mar., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAIJONG	Brit. str.	2 h.	J. W. Evans	DODGINS LAPEIRA & CO.	On 5th Mar., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAIKAN	Brit. str.	2 h.	W. G. & L. Leask	JARDINE, MATHESON & CO., LD.	To-morrow, at 3 P.M.
MANILA	LOONGSANG	Brit. str.	—	Sidford	BUTTERFIELD & SWIRE	On 2nd Mar., at 4 P.M.
MANILA, CEBU & ILOILO	THAN	Brit. str.	1 m.	P. Rolfe	JARDINE, MATHESON & CO., LD.	On 6th Mar., at 3 P.M.
MANILA	YUENANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th Mar., at 4 P.M.
MANILA, CEBU & ILOILO	CHINHUA	Brit. str.	1 m.	S. Tokushige	OSAKA SHOSHN KAISHA	On 23rd inst., at 10 A.M.
TAMBU, & KEELUNG VIA SWATOW & AMOY	DAIGO MARU	Jap. str.	—	K. Hattori	OSAKA SHOSHN KAISHA	On 3rd Mar., at 8 A.M.
AMPING & TAKAO VIA SWATOW & AMOY	SOBU MARU	Out. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
BATAVIA, CHESSON, SAMARANG, &c.	TUIMANORU	Jan. str.	—	Tokawa	NISSON YUSEN KAISHA	On 5th Mar., at 10 A.M.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	KANAGAWA MARU	Jap. str.	—	T. Yamaguchi	OSAKA SHOSHN KAISHA	To-morrow, at Noon.
BOMBAY VIA S'PORT, PORT S'ELAM, PENANG & COLOMBO	SAGORI MARU	Brit. str.	—	C. J. Matlock	JARDINE, MATHESON & CO., LD.	On 2nd Mar., at 3 P.M.
SINGAPORE & PENANG	CHUNANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & CO., LD.	On 4th Mar.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	D. A. Gardiner	JARDINE, MATHESON & CO., LD.	On 5th Mar., at 3 P.M.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	SALAMUT	Brit. str.	—	F. Wheeler	DAVID SASSON & CO., LTD.	On 16th Mar.
SINGAPORE, PENANG & CALCUTTA	KUSANG	Brit. str.	—	Langlands	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
S'INDAKAN	ORISSA	Brit. str.	—	A. Kennedy	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
HOIHOW & HAIKONG	HINSANG	Brit. str.	—	W. Froor	JARDINE, MATHESON & CO., LD.	On 3rd Mar., at 10 A.M.
HOIHOW & HAIKONG	HOIHOW	Brit. str.	—	D. W. Bitchell	—	—
HOIHOW & HAIKONG	LOKSANG	Brit. str.	—	—	—	—

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON via USUAL PORTS	MALTA	Noon, 26th Feb.	See Special Advertisement
SHANGHAI	SARDINIA	1st Mar.	Freight and Passage
SHANGHAI, MOJI, KOBE, NAGASAKI, YOKOHAMA	NAMUR	About 2nd Mar.	Freight and Passage
LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAMUR	10 A.M., 31st Mar.	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 26th February, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGHONG"	On 26th Feb., Noon.
HONGKONG and HAIPHONG	"HOIHOW"	On 27th Feb., 10 A.M.
SHANGHAI	"YINGCHOW"	On 28th Feb., D'light.
TIENTSIN	"HUICHOW"	On 2nd Mar., Noon.
MANILA, CEBU and ILOILO	"TEAN"	On 2nd Mar., 4 P.M.
MANILA, CEBU and ILOILO	"CHINCHUA"	On 9th Mar., 4 P.M.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU" MANILA LINE—TWIN-SCREW STEAMERS "CHINCHUA" "TAMING" and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, etc., on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN" and the S.S. "KANCHOW," "LIANGCHOW," "LUOHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a regular service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung. For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th February, 1915.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "IOLA" 5,287 tons, Capt. Butler, will be despatched for SHANGHAI, YOKOHAMA, KOBE and MOJI on 16th March.

S.S. "UMARIA" 5,317 tons, Captain Eiton, will be despatched for SHANGHAI, YOKOHAMA, KOBE and MOJI on 22nd March.

WESTWARD

S.S. "ORISSA" 5,436 tons, Captain Langlands, will be despatched for SINGAPORE, PENANG and CALCUTTA on 10th March.

For Freight or passage, apply to The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

DAVID SARSOON & CO., LTD.,
Agents.

Hongkong, 26th February, 1915.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 26th Feb., at 1 P.M.
"HAICHING"	Capt. W. C. Evans	TUESDAY, 2nd Mar., at 1 P.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 5th Mar., at 1 P.M.

FOR SWATOW AND RETURN

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... SUNDAY, 28th Feb., at 10 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 26th February, 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	—	On 12th Mar., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
Agents.

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TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots	TUES., 23rd March.
TENYO MARU	22,000—21 knots	TUES., 13th April.
NIPPON MARU	11,000—18 knots	TUESDAY, 27th April.
SHINYO MARU	22,000—21 knots	TUES., 11th May.

* Via MANILA, Omitting Shanghai.

Steamers via Shanghai leave at Noon.

Manila at 10.30 A.M.

FIRST CLASS TO LONDON	\$71.10	RETURN (6 MONTHS)	\$120.
FIRST CLASS TO NEW YORK	\$60.		\$96.10.
" " " SAN FRANCISCO	\$45.		\$68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	Wednesday, 10th March.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, Acting Agent,
King's Building.

TELEPHONE 291.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA AND TACOMA via MANILA, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

Steamer	Captain	Leaving
"MEXICO MARU"	N. Kobayashi	TUESDAY, 9th Mar., at 3 P.M.

These Newly-Built Steamers of American Line have fast speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Pearls.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	SATURDAY, 6th Mar., at 10 A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KALJO MARU"	Y. Yamamoto	TUESDAY, 2nd Mar., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokushige	SUNDAY, 28th Feb., at 10 A.M.
"DAIJIN MARU"	K. Murakami	SUNDAY, 7th Mar., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	WED'DAY, 3rd Mar., at 3 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor, No. 1, Queen's Building.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN via SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.

OUTWARD

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	—	—

HOMeward

MARSEILLES via PORTS	VILLE DE LA CIOTAT	On 27th February.
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ALL STEAMERS FITTED WITH WIRELESS.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
AND DISPLACEMENT			
MARSEILLES and LONDON via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	⑤ MISHIMA MARU Capt. S. Wada,	16,000	{ TUESDAY, 11th March, at Noon.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	⑤ SUWA MARU Capt. Nural,	25,700	{ THURSDAY, 25th Mar., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	⑤ AWA MARU Capt. T. Hori	21,500	{ MONDAY, 1st, March at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON ...	⑤ SHIDZUOKA MARU Capt. Deguchi,	12,500	{ TUESDAY, 23rd Mar., at Noon.
BOMBAY via SINGAPORE, MALACCA and COLOMBO ...	⑤ NIKKO MARU Capt. R. Takeda	9,600	{ FRIDAY, 16th April, at 11 A.M.
KOBE	⑤ TANGO MARU Capt. Hayada,	13,500	{ TUESDAY, 16th March at 4 P.M.
SHANGHAI and KOBE	⑤ KANAGAWA MARU Capt. Tozawa	12,500	{ FRIDAY, 5th March.
NAGASAKI, KOBE and YOKOHAMA	⑤ SANUKI MARU Capt. Date,	12,500	{ SUNDAY, 7th March.
SHANGHAI, KOBE and YOKOHAMA	⑤ NIKKO MARU Capt. Yagi,	9,600	{ MONDAY, 15th Mar., at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	⑤ ATSUTA MARU Capt. Yoshikawa	16,000	{ SUNDAY, 7th Mar., A.M.

⑤ Wireless Telegraphy. • Terminus Yokohama.

* Wireless Telegraphy.

* Terminus Yokohama.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers	Displacement	Leave Hongkong.
MISHIMA MARU	16,000	Thurs., 11th Mar.
SUWA	25,000	25th Mar.
ATSUTA	16,000	8th Apr.
FASAKA	25,000	22nd Apr.
MIYASAKI	16,000	6th May.
KITANO	16,000	20th May.
FUSHIMI	25,000	3rd June.

FOR AMERICA.

Steamers	Displacement	Leave Hongkong.
AWA MARU	12,500	Mon., 1st Mar.
SHIDZUOKA	12,500	28th Mar.
TAMBA	12,500	6th Apr.
AKI	12,500	20th Apr.
SADO	12,500	4th May.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, & THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer from	Leave	Due at	Due at
leaves YOKOHAMA	COLOMBO.	SHANGHAI	HONGKONG	to MARSEILLES and LONDON.	MARSEILLES	(London 1 day later)	
p.m. Thurs.	MALTA	Feb. 22	Noon.	EGYPT	Friday	Thurs.	
Mar. 1	SARDINIA	Mar. 3	Mar. 12	MEDINA	Mar. 27	Apr. 3	
Mar. 1	NUBIA	Mar. 22	Mar. 30	MALWA	Apr. 10	Apr. 16	
Mar. 29	ORIENTAL	Apr. 8	Apr. 10	MOJOIA	Apr. 24	Apr. 30	
Apr. 13	MALTA	Apr. 19	Apr. 23	MOREA	May 8	May 14	
May 10	SARDINIA	May 3	May 7	MAJOIA	May 22	May 28	
	NUBIA	May 17	May 21	MOJOIA	June 5	June 11	

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and leave on the following Friday.

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARE:

The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	3rd Saloon	Single	Return
LONDON	£65.	£45.	£25.	£97.	£139.
MARSEILLES	£61.	£41.	£21.	£93.	£135.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Due at Marseilles	Due at London
NAMUR	Mar. 15	Mar. 26	Mar. 31	Apr. 6	May 4	May 12
NORE	Mar. 29	Apr. 9	Apr. 14	Apr. 20	May 18	May 26
NELLORE	Apr. 26	May 7	May 12	May 18	June 15	June 24
NAGOYA	May 10	May 21	May 26	June 1	June 29	July 8

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single; £75 Return, 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES: 1st Saloon £46 Single; £61 Return, 2nd Saloon £31 Single; £46 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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